CYCLE NEWS®

WEST

Volume XI : Number 27 : July 16, 1974 50¢

Winning is everything:

Falta
Czechs Kansas InterAMA

Scott
slides San Jose Mile

Whaley
foots national trials

Morrison
at Ascot

Rapp
at Mammoth Mountain

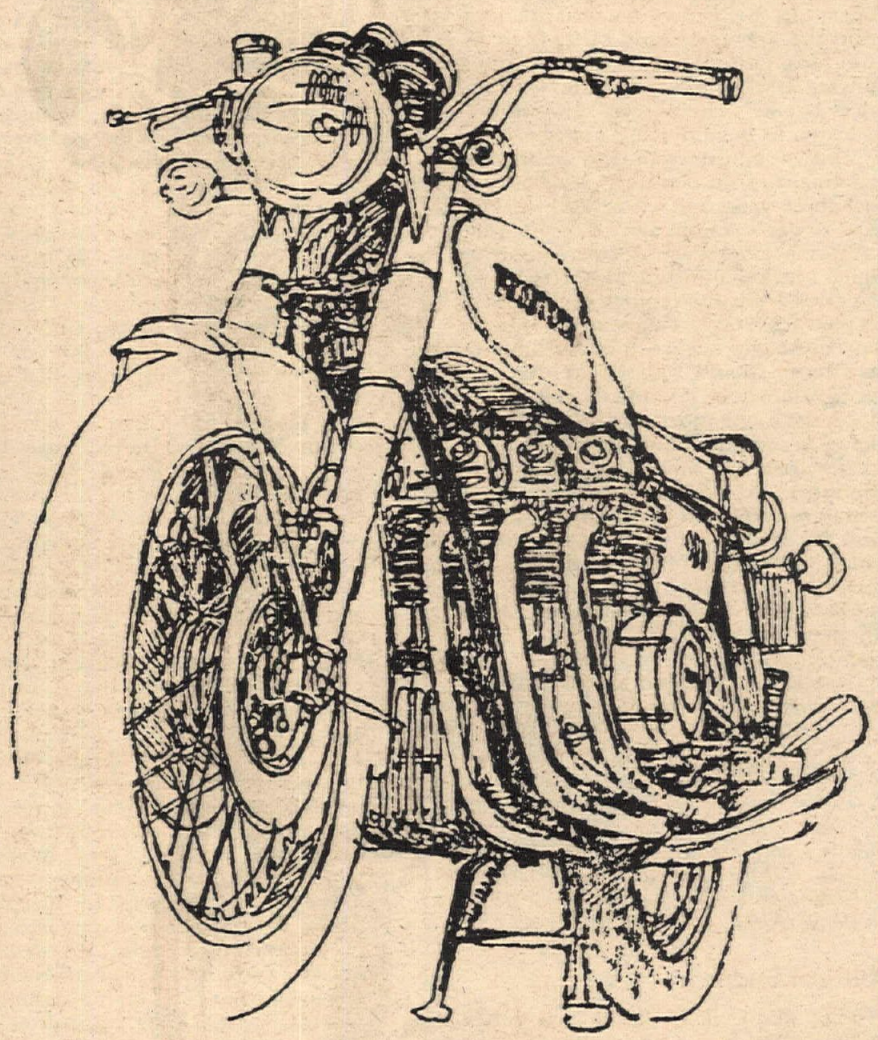
Dubb
in speedway

You
with Rolf Tibblin

NEWSPAPER

IF YOU WANT TO SEE REAL EXCITEMENT, COME ON OUT TO THE FIRST YAMAHA BICYCLE GOLD CUP RACES.
YOU WON'T BELIEVE WHAT KIDS CAN DO WITH BICYCLES. THEY FLY DOWN THE STRAIGHT-AWAYS. THEY MAKE LONG JUMPS AND MAKE IT LOOK EASY. THEY'LL EVEN SLOG THROUGH MUD AND WATER HOLES. IN FACT THEY DO EVERYTHING GROWN-UP MOTOCROSS RACERS DO, EXCEPT THEY DO IT WITH MUSCLE POWER.
IT'S WILD, AND CHALLENGING. AND THE KIDS GIVE IT EVERYTHING THEY'VE GOT. THEY'RE COMPETING FOR TOP HONORS AND A CHANCE TO COMPETE AGAIN IN THE YAMAHA GOLD CUP STATE CHAMPIONSHIP IN SEPTEMBER.
COME OUT TO THE RACES SATURDAY EVENING AND CHEER THE YOUNG RIDERS ON TO VICTORY. SEE THE BEST YOUNG BICYCLE RIDERS IN SOUTHERN CALIFORNIA RACING, RIDING, SLIDING, SLIPPING, JUMPING AND JUST GENERALLY HAVING A GOOD TIME.
YOU'LL HAVE A GOOD TIME YOURSELF, AT WHAT PROMISES TO BE ONE OF CALIFORNIA'S MOST EXCITING NEW SPORTING EVENTS.
ADMISSION IS $1.00 FOR ADULTS, 50¢ FOR 15 AND UNDER.
NOTE: IF YOU'RE BETWEEN 7 AND 16 AND YOU'D LIKE TO RACE IN THE GOLD CUP, VISIT YOUR LOCAL YAMAHA DEALER. HE HAS ALL THE DETAILS AND MATERIALS TO GET YOU RACING ON SATURDAY EVENING. ENTRY FEE IS JUST $1.00
SORRY DAD KIDS ONLY!!
OFFICIAL
MAKES MY LEGS ACHE JUST LOOKIN' AT 'EM!
YAMA
LOOK MA!!
THATS MY BOY!!
The YAMAHA BICYCLE GOLD CUP RACES
Come on out: Saturday, July 20th, 7:30 to 10 pm.
Birmingham High School, Van Nuys.
(Corner of Balboa and Victory Blvds.)

THE LATEST POOP BY PAPA WEALEY



CB900Six

Will this CB900 six be the next big bore Honda in America? At least one Japanese trade publication thinks so. Another good bet is a 1000cc horizontally opposed and water cooled flat four.

Any Political Enduro finisher who hasn't sent in a prize claim, oughta' get it in this week, so says our resident radical.

Which brother has the Bul? Last week we said Cordis Brooks, riding a Gringo, won the Brush Busters Hare Scrambles. Cordis was on a Bultaco. Tom rides the Gringo. The results had it right.

Why do we call him our resident radical? Anybody who puts road racing tires on his DKW and goes 125 Production racing has got to be a radical.

GOTTA THOU FOR THE 500? S.C.O.R.E. Prez Mickey Thompson reportedly will bet anybody $1000 that a bike will win overall in the Baja Internacional this July 25-26-27. Can the course be that rough on the four-wheel things?

Desert number one and ISDT hopeful Mark Adent is apparently entered to ride the Internacional solo on a Penton 400. We fearlessly predict he will go fast.

The 125 race in Baja is the one to watch, if you can. Nils-Arne Nilsson and Mickey Quade are entered on a 125 Husqvarna. Dick Miller and Preston Petty are on a 125 Honda. Enough said.

The Bast Brothers will be up North this weekend, hitting the Sacramento, CA. NorCal Expo track Friday night July 12 and the Napa, CA Fairgrounds oval the following night. Give those Yankees a target to shoot at.

Bob Conway (Yam) topped the Open Pro class at the July 4 Pikes Peak Hillclimb. Results are in the Results pages.

Honda trials development rider Sammy Miller is staying in Japan to teach feet-up technique to a selection of Japan's top TL-125 riders. Banzai slowly.

Current 125 Motocross World Champion, André Malherbe, plans to contest enough more 125 rounds to guarantee his title for another year and then switch from Zundapp to an RH Suzuki for the final 250 World Championship Grands Prix in Scandinavia. You probably don't remember, but Papa told you so. Zundapp teammate Frizt Schneider will join Hans Maisch on Maico for next year's 250 World Championship. Who will be on the all-conquering 125 Zundapps? We don't know.

About the most redeeming social value in chopper magazines is naked women.

AMA legal eagle Gene Wirwhan says that a Michigan circuit court decision calling No-Fault exclusion for motorcycles unconstitutional could throw a real monkey wrench into the whole program. An appeal of the sticky decision is likely.

Entered in the July 6-7 running of the 24 hour Montjuich road race are three works Ducatis (including last year's winners Canellas/Grau on an 860), two 1000cc Hondas and a 1000cc Laverda Triple. Also shaping up was a Montesa/Bultaco confrontation, with both factories entering works 360's.

A move is afoot across the pond to revive Formula 750 by reducing the homologation number from 200 to 25 (as AMA has already done), opening the way for Konigs, Weslakes, and other previously barred engines to run under this formula. If the FIM accepts the change this fall, there could be some really strange machinery at Daytona next year.

Trust the English . . . two "sponsored" streakers at Charlie Williams' TT success party helped raise $10 for the ACU Benevolent Fund. Can you imagine, running through the streets naked, yelling, "I'm doing it for charity, I'm doing it for charity!"

Would you believe it? The ISDT Qualifiers ended up with three National Champions: Carl Cranke, Jack Penton, and Billy Uhl, in a dead heat at the top of the list of qualifiers at 900 selection points each.

Rokon will field the Silver Vase "B" Team for the U.S.

Paul Hunt, recently of Hercules Distributing, has been appointed marketing and business manager for Preston Petty Products. Paul carries with him 20 years of motorcycling experience, including three seasons of European motocross.

Picture Pat Manning's dismay when he finds out at the eleventh hour that the O.C.I.R. management has rented the facility to a drag race group the same weekend (July 7) it was rented to CMC. Is this called sloppy management, or is it a deliberate attempt to tell the road racers they're not wanted? Let's hope it's just sloppy management.

The U.S. round of the 500 motocross World Championship is the richest of any World Championship event: road race or motocross. Total money is $40,000. Bel-Ray and Valvoline oils have kicked in two grand apiece to bring contingency bread up to $17,000 while the purse and start money makes up another $23,000. The Europeans will never have seen so many devalued dollars or their equivalent in any currency at a Grand Prix event. Get there early on Sunday to avoid the traffic and watch the time qualifying for start position. First moto is scheduled for 1 p.m. Fastest time? We'll bet it's Lackey.

Although there were rumors that California Speedway stars Mike Bast and Bill Cody might be seeded into the Anglo-American-Nordic qualifier for the World Speedway Championship, it now appears that Scott Autrey, who is alreading riding British league speedway, will be America's entry. The qualifying round at Fredericka, Denmark August 4 is the first step into the World Individual Finals at Goteburg, Sweden in September.

An insurance broker friend pointed out that the medical coverage tacked onto California collision/liability insurance is no bargain. For thirty bucks you get $50 deductible on a $500 maximum. If you break a bone, maybe they'll buy you a Band-Aid.

Can-Am announces their 250's are in production: an MX and T'NT version , as has been their habit pattern. Engine is the rear-carb rotary valve layout proven in their smaller bikes, frame downtube doubles as oil injection reservoir, and fork angle is adjustable through six degrees in half-degree increments. More later.

Rolf "Today ve going to get a little tired" Tibblin has a new book out, this one outlining the program at Husqvarna Training Center, plus giving tips on desert prep, correct diet, and physical/mental conditioning for MX combat.

"Uncle Rolf" practices what he preaches. He's currently running two 25 or 30-minute motos on Saturdays over the Carlsbad GP course for all classes. If you're serious about motocross and live within 150 miles, that's where you'll be riding. The racing format is mature, reasonable, and rigorous. If you don't try the two 30-minute moto format, as per Europe, admit you're not serious about motocross and go give the scrambles tracks some business. See you at Carlsbad, we hope.

The new course laid out at Carlsbad for the U.S. 500 Grand Prix this coming weekend is up to GP standards in every way, with the possible exception of a somewhat short start straight (but the FIM reps have measured it, for sure). One thing became abundantly clear when we rode it. It will take a true GP motocross bike to go over that course at the speeds necessary to win a GP. And a true GP rider. Course specialists may be out of luck.

HEAR YE, HEAR YE. The Dept. of Immigration and Naturalization will hold a hearing on July 17 to determine if three time motocross World Champion Rolf Tibblin will be allowed to stay in the U.S. (He's Swedish, you know.) If Congressman Claire Burgener could take a handful of letters requesting that Rolf stay in the U.S., noting that he is a national asset to American sport, and other words like that, it would help Rolf's chances a lot. There's still time. The address? Hon. Claire Burgener, U.S. House of Representatives, Washington, D.C. 20515. Do it now. Rolf wants to stay in America.

The granny ladies in tennis shoes get to see Roger DeCoster in a couple favored Broadway stores, Thursday, July 11. At Puente Hills Mall, City of Industry, CA, he'll be there through the noon hour, then down to San Diego's Fashion Valley Center from 6 p.m. He'll be in the men's department. (Which somehow seems appropriate.)

One of the European slicky mags, (the French "Motociclisme") got hands on an elusive Benelli 750 Sei and ran it to an 11.08 sec. quarter, then pulled a 131 MPH indicated top speed. Cosmopolitan Motors promptly labelled it "World's Fastest Production Motorcycle." Where have we heard that before?

That cancelled CMC road race at OCIR is rescheduled for Sunday, July 144.

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ON THE COVER: Smile by Oregon "Ma Bell" lineperson and AMA D-28 125 Junior MX points leader Nancy Thomas. Photo by Dale Brown.

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VOICES OF THE WEST

Anti-enduro man

To the enduro man, Scott Swanburg: I believe all forms of motorcycling are fun and enjoyable, but to say an enduro is exciting? May I suggest that enduros are about as exciting as watching 90 year old people trying to make love?

DAVE HAM
Corona, Calif.

Going like ninety

I resent that last letter. I'm 90 years old and my honey is 87. I get plenty jazzed, so enduros must be as exciting as hell.

IRVING BERLITZ
Cucamonga, Calif.

Fast Billy

Where was Billy Payne's write up in the Superbowl story? We miss news of our Southern California heros who get so little encouragement and support from the media.

YVONNE
Long Beach, Calif.

Most people who write to us on the subject think our "Southern California heros" get far too much "encouragement and support" from Cycle News West which is, after all, only one medium . . . Ed.

You forgot the Supporters

We were disappointed at the total lack of coverage of the support class at the recent AMA trials event at Saddleback. Though Valley Observed Trials Enthusiasts did not totally agree with the organization and rules of the AMA trials we still supported the event and were surprised that there was no other support from other ATA clubs.

BOYD BERNARD
President
Valley Observed Trials Enthusiasts (V.O.T.E.)

Our trials coverage has increased 300% in the last year. Space limitations dictate coverage be shorter than some would like. We didn't cover every class at motocrosses, either . . . Ed.

D-36 Half-miles

In the past three months I have ridden six District 36 Sportsman Half-miles. I have yet to see coverage of these events in your paper. Have I missed six issues?

Are you lacking Northern contributors? Do you recognize Half-miles? I am interested in your answers.

BRIAN MEIERS
Oakland, Calif.

Bill Spencer has reported two San Jose sportsman Half-miles recently, one in April and one June 16. If there have been more at other locations in this time span, then we're lacking in both calendar listings and correspondents in these localities. Care to volunteer? . . . Ed.

A letter from Ronald

Thank you for your recent correspondence concerning no-fault automobile insurance. HR 10 does not appear to be active now particularly since the Senate version of no-fault (S. 354) was passed by the United States Senate. In its present form, S. 354 leaves the choice of motorcycle inclusion to the individual states.

This administration has supported enactment of no-fault legislation for the past three years and we are still working hard to get a reasonable bill through the California Legislature. In the legislation which I have supported, motorcycles are excluded from the requirement to carry no-fault coverage. Our studies indicate that although the cost of automobile insurance should go down for the average motorist if no-fault is enacted, motorcycle operators might have to pay higher premiums. This is because of the greater risk of injury to motorcycle operators. At the same time, it is recognized that motorcyclists are not at fault in about 75% of the accidents in which they are involved. In the end, we decided it would be better to let motorcyclists have the option as to whether or not they wish to carry no-fault coverage.

Thank you again for the opportunity to provide this information.

RONALD REAGAN
Governor
Sacramento, Calif.

This is a response William Tamulinas of Vallejo, California received after writing to Governor Reagan as part of the 1974 Cycle News Political Enduro . . . Ed.

Political Enduro

I'm afraid that you're on pretty shakey ground on Checkpoint 10. The issue is not one of double taxation but two taxes for independent things.

Our situation is similar to paying sales tax on an automobile then road use tax to operate it. Both are valid.

Green stickies are a tax upon ownership and operation of motorcycles in the state of California. Commercial plates are a tax upon operation of a truck (or van) for cargo hauling.

The real problems are that:

1) Private citizens engaged in casual hauling of personal goods (stones, tires, bikes, etc.) are not exempted from needing commercial plates.

2) We have simply not yelled enough to have a green stickie money spent properly. I for one would not be unhappy if some of it went to the Snell Foundation, or for ambulance service at races, etc.

A.J. BRISLEN
Laguna Niguel, Calif.

Green Stickie benefits explained

A letter from Mr. Robert M. Curnutt was passed on to your readers in the June 11, 1974 issue of "Cycle News West." I am pleased to have the opportunity to respond to Mr. Curnutt's questions, taking them in order:

1. As indicated on the information card which the Department of Motor Vehicles included with the license renewal materials, there are two separate funds which may go for the development of ORV areas. The Off-Highway License Fee Fund gets $4 from each registration and this fund is automatically rebated by the State Controller to cities and counties (in an amount based on their population) in lieu of property taxes you would otherwise have to pay on the vehicle. The recipient jurisdiction may use this money to acquire and develop local OHV facilities, or for other purposes.

   The Off-Highway Vehicle Fund gets $6 from each registration. Administered by this Department, up to half of this fund is used for making grants to local cities and counties for the acquisition and development of local OHV areas. The first three grants were made to the cities of Davis and Marysville, and to Orange County. The other half of the OHV Fund is to be used by this Department for state projects, largely for proposed Vehicular Recreation Areas that will be regular units of the State Park System. Many potential areas have been studied with an eye towards state acquisition.
2. The two motorcycle parks referred to, Carnegie and Hollister Hills, are both in private ownership and are not state facilities. We expect that fees for day use and (where appropriate) overnight camping will be charged at State Vehicular Recreation Areas, as at any other unit of the State Park System. We are, however, giving serious consideration to adjusting the fee structure to give advantage to those whose machines are registered as off-highway vehicles. Fees at these facilities go back to the OHV Fund.
3. There is no emphasis on the snowmobile beyond seeing that a fair share of the OHV Fund is used for this activity. Snowmobiles have been required to be registered since 1969 and money collected from this registration program has accumulated in the Off-Highway Vehicle Fund. The money paid into the registration program by snowmobiles is what is being spent on maps and signing for snowmobile areas. By the same token we expect that motorcycles, dirt bikes, and minicycles will enjoy their fair share of the OHV Fund. In fact, all three local grants were for cycle parks.
4. The Department of Motor Vehicles informs me that the penalty schedule printed on the renewal notice was only for the convenience of those late registrants realizing they owed a penalty fee and not wishing to make a special call or trip to the DMV office to find out how much money they owed. Boat registration renewal notices carry the same information. Renewal notices for automobiles would also carry the same information; except for the problem that the penalty fees are not the same for all autos and no standard fee schedule would apply.
5. It is the obligation of state government to manage its land holdings for the greatest benefit of the general public, to allow reasonable use while protecting the resource, and to try to see that future generation can enjoy these resources as we do today. As you know, this requires difficult decisions to reach a balance between the demands of the various potential users of our lands.

I should point out that the state government owns and manages only a small fraction of the land in California; the California Department of Parks and Recreation owns only about eight-tenths of one percent of the land in the state. Almost half of the land in the state is under the ownership and management of various federal agencies, particularly the Forest Service, Department of Defense, and Bureau of Land Management. In fact, the bulk of the public land in the Southern California desert is under the management of the Bureau, with only one major state holding in this area, Anza-Borrego Desert State Park.

ROBERT H. MEYER,
(for) William Penn Mott, Jr.
Director

A capsule history of the American Motorcycle Association 1924-1974

By Charles Clayton

Few of man's institutions have served him so well as the American Motorcycle Association, which was founded in 1924 and is still going strong. It was set up by a consortium of American motorcycle manufacturers to certify each others' records and dignify various racing achievements.

In the half-century since, AMA has evolved into a struggling democracy of motorcycle enthusiasts and industry members, loosely allied for the good of the sport. An AMA membership card carries a fascinating history with it.

AMA had been run almost since its founding until 1957 by a man named E.C. Smith, who retired in that year and was replaced by a Harley-Davidson employee named Lin Kuchler. Harley-Davidson had virtually owned the AMA since Indian first went out of business in 1956.

The racing rules at that time favored American engine designs, (side valve, 45-cubic inch V-twins), giving them a 50% size advantage over the "foreign" (overhead valves) racing machines. It was horribly unfair, but those were the rules, and many famous racers obtained their greatest satisfactions from supertuning the little engines and "beating Harley at their own game."

Earlier in the AMA's history, through the 1920's and 'Thirties, there were only two kinds of racing – Professional racing, meaning board track, speedway and hillclimbing. And Enduros, field meets and other non-money-paying road events. E.C. Smith is credited or blamed with popularizing the concept of everything outside of AMA racing being treated as "outlaw" races. In the face of strong public disapproval directed against motorcycle riding in general during the Depression and after World War II, AMA tried to disassociate its activities and members from the objects of scorn and contempt by directing its own contempt against all non-AMA motorcycling.

In order to race their products competitively and avoid the "outlaw" stigma, American importers of foreign motorcycles developed new kinds of racing competition which catered to the non-professional or "sportsman" rider. Thus, after World War II, Scrambles and Hare and Hound events got AMA approval. Clubs were formed along the lines of traditional AMA road rider clubs to promote these off-road events, which paid no money but awarded trophies to the winners. Foreign engines were still handicapped by size in Scrambles and Hare and Hound races, but it no longer mattered, for on the rough courses lightness, agility and telescopic struts counted far more than cubic inches.

By 1964 other pressing business interests and a wave of protest and ridicule in the motorcycle press nudged Harley-Davidson management to divest itself of AMA control. The opportunity came when the old industry association, the parent body of AMA, merged with a floundering motor scooter assocation and installed its top man, William Berry, as Lin Kuchler's successor.

Berry's job was to set up an elected body of rulemakers and mend H-D's reputation with the enthusiast press. The first step in the democratization process was to legally separate AMA from the trade association. Then AMA ordained a Competition Congress to make the racing rules. The first thing this Congress did was repeal the engine displacement rule and for the first time in several decades, 750cc engines of all types raced together in AMA events.

America soon affiliated with the rest of the racing world by aligning with the Federation International Motorcycliste of Europe in the late 1960's, for the first time since the war.

Suddenly, AMA was avalanched with members. Berry gave up trying to meet the demand for AMA services as membership in the unwieldy association grew. Finally his boss, the Board of Directors, who were all industry personnel, responded to the demand of the customers by replacing Berry with one of their number, a helmet salesman named Russel March. March promised to rev up the AMA.

Under March's orders the AMA staff was expanded. Annual dues were raised twice to pay for bold new programs in racing, politics, youth projects, insurance and public relations. The AMA board was enlarged to admit two directors elected by the enthusiast (non-industry) members.

Soon March claimed 200,000 members in the association. This was not quite accurate however, for discrepancies began to appear in March's reports to the Board of Directors. An audit of the books and an investigation revealed a "conflict of interest" on March's part. He was apparently buying insurance, goods and services for the AMA, at highly inflated prices, through a company he owned.

When the Board was made aware of this, they fired Mr. March and put a young AMA staffer, Ed Youngblood temporarily in charge. Auditors discovered that 50,000 AMA members didn't exist, but that a $350,000 deficit was real.

Volunteering their business knowledge in a way that they hadn't anticipated when they were elected to the Board, the Directors of the AMA trimmed its losses and re-organized the association so that no one could take such advantage of it again. As the Golden Anniversary approaches, AMA is still undergoing changes. Recently non-industry members of the Board were enlarged to three and a new committee took over professional rulemaking duties from the Congress.

AMA membership is back on the rise (really so this time) and the list of sanctioned racing events is all-inclusive. Through AMA, Americans are full participants in every type of World event from Six-Days Trial to Speedway.

As the American Motorcycle Association progresses into the future, it rests on a half-century of rapidly improved tradition. •

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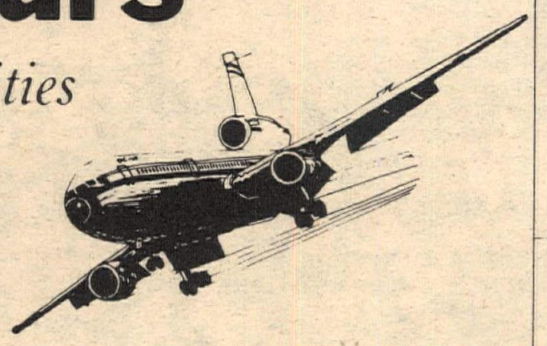

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Falta finds fast form

By Richard Creed

BALDWIN, KANS., JULY 7

In the 125 National Jimmy Ellis easily outdistanced Marty Smith of Team Honda in two of the three motos. Smith took the final

In the 125 National Jimmy Ellis easily outdistanced Marty Smith of Team Honda in two of the three motos. Smith took the final moto and with it the 125 National Motocross Championship. Smith's red-framed tiddler was the only new Honda to go the distance with success.

125 National

The smallbore class was packed tighter than a sardine tin with over eighty entries to nuzzle up against Baldwin's new start gate. Two qualifiers and a consolation race later, the first moto wave hit the dusty beaches. It looked like a bowl of BB's hitting the floor as bikes jounced and bounced as Jimmy Ellis and Marty Smith blitzed into the lead positions. Smith led the first rounds but Ellis zapped Marty with a block pass and was never headed. Behind the Ellis-Smith clash Ed Cole pushed his Kawasaki into a solid third.

The second moto was a repeat of the first with Ellis, Smith, and Cole the top three. Tim Hart had placed fourth in the first moto but dropped out with clutch problems in the Yamaha mini-mono in the second.

Smith took the final moto as Ellis held onto the overall win with a secure second. Ed Cole had ridden his whatzit off all day but his bike gave up to snuff his third overall hopes.

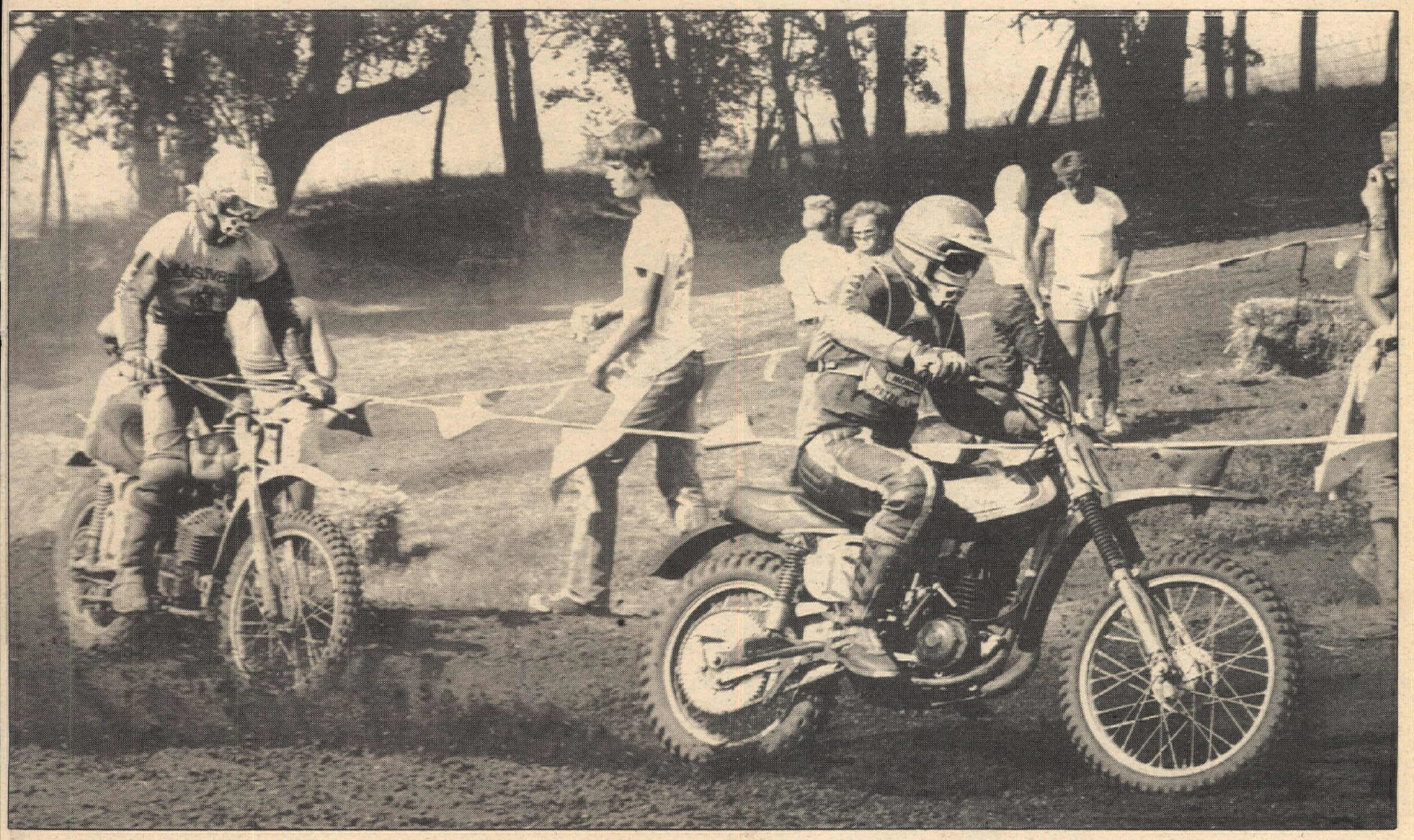
250 International

Falta led Karsmakers, Mosier, Jim Pomeroy, and Mike Hartwig on the first lap which set the stage for the first Karsmakers-Falta tangle. Stackable fell and wound up last at the end of the first lap. Back in the pack, Kent Howerton and Bryar Holcomb mixed it up, while Jim Pomeroy started a charge to the front and took over third on lap four ahead of Hartwig. Holcomb and Howerton were soon joined by Jim Weinert. After a few laps of clashing, Weinert and Howerton surged past Holcomb, who showed signs of tiring in the ninety-five degree heat.

"Hot damn, Ferdie. Lookit that Czech bounce!" "Well no wonder, Ralph. He ain't got no springs on that there SeeZee. Those socialist countries suffer from the lack of free enterprise and inflation." Jaroslav Falta didn't understand. He won.

Steve Stackable, sporting a jersey modestly emblazoned "U.S. Sports," shows he is one by getting prime viewing space in turn one. The tall Texan went on to win the second moto. You will note Jim Pomeroy (12), Pierre Karsmakers (2), Bryar Holcomb (84), and America's favorite commie, Jaroslav Falta, nipping at his knobby.

finishes first Czech



Karsmakers continued to dog Falta and hold off Pomeroy until he put the pass on Jaroslav at about midway. The highly partisan crowd went crazy as Pierre led Falta for two laps until Falta executed one of his trademark "bust 'em" passes which left Pierre on the ground and Jaroslav in the lead. If Jaroslav Falta had been less than the crowd favorite before, he was now elevated to Chief Bad Dude and the fist waving and booing commenced.

Falta pulled away as Karsmakers, cheered on by spectators standing on top of each other, and hanging out of trees got a second chance to close on Falta after Steve Stackable and Falta collided as Steve was being lapped. Both riders went down but Steve was the first to remount and get rolling. Stackable slowed down, pulled to the outside and motioned Falta past. Falta replied by trying to make Stackable part of the fencing.

If the action up front wasn't exciting enough, Kent Howerton and Jim Weinert were holding a heart-stopping seminar for third. Pocket computers were kept busy tallying passes per lap. Weinert held a slim two bike lead over Howerton at the flag. Behind the other hotshots, Rich Thorwaldson and Mike Runyard rode their Suzukis consistently and without wasted motion into fifth and sixth place. Where did everyone else go? Out.

The second moto was dominated by Steve Stackable. He grabbed the lead going into the first turn but lost it to Falta. Pomeroy began another charge and the Weinert-Howerton tango began again. Falta continued to lead and Pomeroy to gain on second place Stackable.

Pierre Karsmakers was in the rear, circulating at moderate speed as the rear motor mounts went south (as at Salt Lake) followed shortly by a rear brake rod. Weinert soon faded back with a broken pipe and Peter Lamppu moved up to battle Howerton. Pomeroy passed Stackable and then Falta, but tired after a run in the lead. Falta got passed by Stackable and when Pomeroy dropped back, Stackable inherited the lead. When asked what happened, Pomeroy complained of a continuing stomach infection and general physical fatigue. The mental hassle of a dissappointing GP season was also mentioned.

Stackable won the final moto, beating Falta and steady Mike Runyard motored into third ahead of Kent Howerton. ●

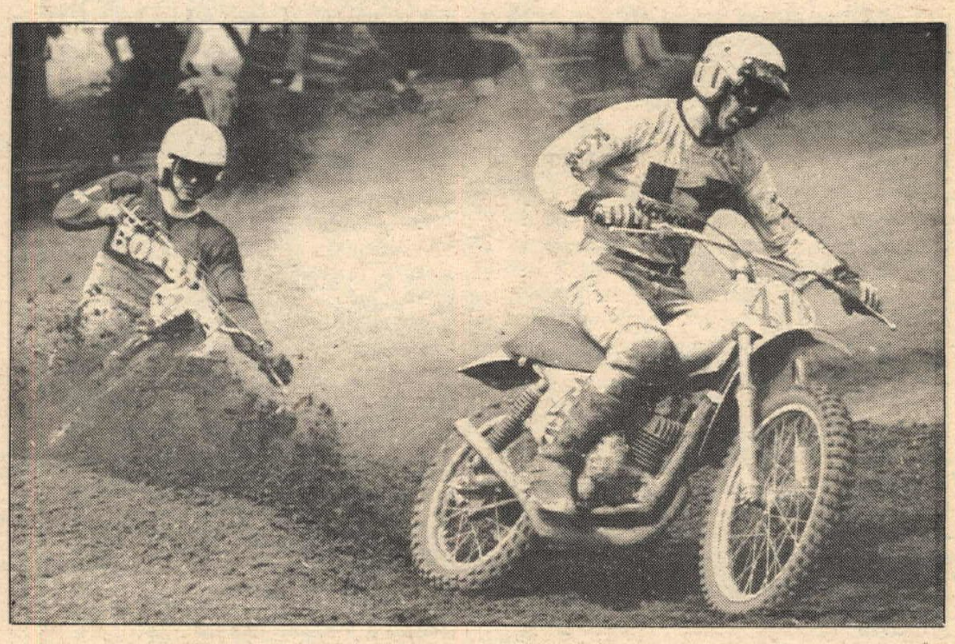
Results

250 International

1. Jaroslav Falta (CZ) 1-2. 2. Kent Howerton (Hus) 4-4. 3. Steve Stackable (Mai) 8-1. 4. Mike Runyard (Suz) 6-3. 5. Rich Thorwaldson (Suz) 5-10. 6. Pierre Karsmakers (Yam) 2-14. 7. Peter Lamppu (Mon) 11-6. 8. Chuck Lampe (Mai) 10-8. 9. Arlo Englund (Hon) 12-7. 10. Rex Staten (Hon) 7-12.

125 National

1. Jim Ellis (C-A) 1-1-2. 2. Marty Smith (Hon) 2-2-1. 3. Chuck Bower (Hon) 5-5-3. 4. Bruce McDougal (Hon) 7-4-8. 5. Jan-Eric Sallqvist (Kaw) 8-8-6. 6. Jeff Foland (Hon) 9-7-7. 7. Mickey Boone (Hon) 10-10-5. 8. Danny Davis (Hon) 17-6-12. 9. Jon Keese (Bul) 14-12-10. 10. Charles Cooper (Pen) 13-13-13.



Above: Peter Lamppu accelerates his Montesa to a sixth in moto two. However, Kent Howerton stands up on his Husqvarna to finish fourth, good enough for second overall to wow race fans everywhere.

At right: Canadian Swede Jan-Eric Sallqvist rode consistently to a fifth in (What else?) the 125 American National class on the rotary valve Kawasaki.

Bottom right: Bimbo the Pomeroy gassed authoritatively past an unsettled Gaylon Mosier til' his Bul caught the breakos . . . again.

The mini-squirts attacked Saturday's family loop with the soda pop equivalent of gusto.

Firecracker for M.O.R.E. gets off with a bang

By Larry Langley

LUCERNE VALLEY, CAL., JULY 6

When the Conejo Trail Riders decided to host a M.O.R.E. benefit run and get everyone from beginners to D-37 enduro aces out, they didn't mess around. Saturday they threw a 30 mile "enduro," a Smuggler type run in that the total elapsed time from start to finish counted for scoring. A few of the checks were included for tie breaking purposes, and a couple for observation. The "secret" winning time to try and match was an average set by a CTR family.

At 8:01 a.m. the first riders set out on a nice trail ride, easy enough for most anyone to tackle, yet interesting enough to keep the better riders from boredom. About half way around they had a mind blowing snow cone break, of all things. They even had caches of one gallon water bottles set up every few miles around the course in case someone broke down or suffered from the heat, prepared for the worst. They lucked out; the temperature wasn't nearly as bad as it could have been.

At the finish they had a couple of their kids on minicycles running the score cards to the trailers for instant scoring. More D-37 clubs should put into the enduros the effort this family oriented club did.

A couple of girls sitting on their bikes near the finish line are still shaking after a rattlesnake slipped in between them, but a Dirt Digger spotted the snake and killed it with a rock.

By one o'clock they had all the cards scored and Russ Sanford of M.O.R.E. himself gave out the prizes. Russ had a good time like everyone else.

The Conejo Trail Riders went out to the dealers of Southern California and rounded up $5,000 worth of goodies to give away. The first place rider received a complete riding outfit including leathers, boots, jersey, etc. (His winning time of one hour 36 minutes surprised most everyone. If the time setting family took the 20 minute break like other riders did, they covered the 30 miles in one hour, 16 minutes, fast for a family average. They sure fooled a lot of people. Most riders figured it would take over two hours and rode accordingly.)

CTR gave out a whole lot of goodies, and even the very last place rider got a prize. As the multitudes indulged in a cold one and admired their goodies, the Conejo Trail Riders were hard at work changing the family loop around for Sunday's District 37 enduro.

LUCERNE VALLEY, CAL., JULY 7

Only about 250 riders signed up for the District 37 part of the weekend enduro, due to the combination of July heat and vacation time. It was one of the year's best runs.

The long first loop (58 miles) was the best Lucerne Valley layout I have had the pleasure of riding. The CTR could have made it harder but keeping in mind what the searing July heat could do to our poor bods they opted to make it just challenging enough to be interesting, just easy enough to avoid heat prostration. The temperature ran around 95-100 degrees. It wasn't too bad as long as you kept moving.

The first check, located at the bottom of a 24 MPH average rocky downhill with only one narrow trail, caught many riders stuck behind slow pokes late. There weren't many getting off the trail to pass; it was just too treacherous.

The Lucerne Valley is known for its sand washes and rocks, and there were tons of them on the first loop along with moderate uphills and ridge running to keep you busy.

The second check was located in a wash right off of a fire road. The turn arrows were right at the turn. It was easy to overrun the turn, and when a rider did make it, he risked being center punched by riders coming from behind who didn't see the turn.

The speeds were realistic, and it was possible to zero the loop. A rocky stretch of wash took its toll as Punk Wilson ate it on his new Rokon, doing a number on his leg. Good old Bill Adams was taking care of Punk until help arrived.

At the alternate gas stop, 43 miles out, the riders enjoyed some free Gatorade. There was a sneaky check just past the free zone out of the gas stop to catch the sloppy time keepers. Just before the tie breaker check a lot of riders got lost as the course turned out of a wash. A good number continued up the wash and by the time they realized their error, they were very late. Jay Tullis and Team Honda lost three minutes here, blowing the enduro for them. How does that saying go? You win some and . . .

Heading into the pits now it was WFO time. We knew we were near the pits as we headed up a nasty type rocky uphill and there were spectators all over the hill. Naturally the old ego had everyone gassing it to show off a little bit. Strange, at the finish of the loop there wasn't a check.

After a welcome 43 minute break to get the scooter serviced it was time for the 31 mile second loop, which took off backwards from the Saturday family loop. About half of the loop was the same, then the CTR diverted the course into more challenging terrain, still nothing really hard. It was obvious they were lightening up on us thinking it would be pretty hot by now. The club must have kept a crew working full time carrying out all those water bottles on the course. At one uphill there were bottles at the bottom and also half way up. Maybe they were trying to tell us something.

The loop had three checks to keep us honest and then it was over. Again the CTR was scoring the cards as they came in hoping to get everyting scored before the riders went home. I had to leave before all the results were posted but I know there were two zeros, Fred Hayes and Carl Price of the Chaparrals having them. Carl, (175 Pen) won Overall. Fred (250 Pen) was second. Nobody was bitching that the course was easy enough to zero, it could have very easily been just a body buster, and nobody wanted that in the July heat.

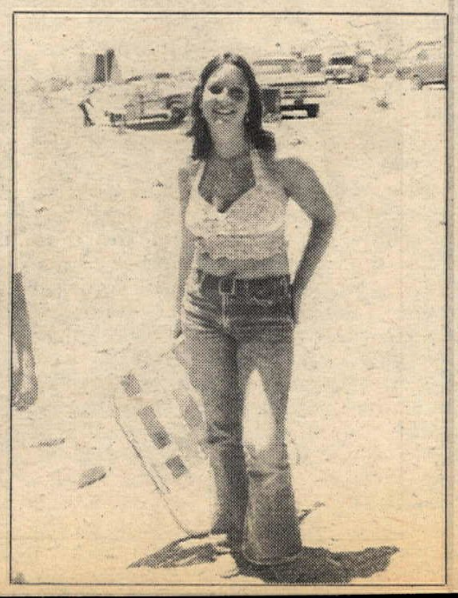
The Conejo Trail Riders are to be commended for the tremendous amount of work they put into the run. All proceeds will go to Russ Sanford and M.O.R.E. which for the motorcyclist, is where it's at. ●

Then D-37 pointschasers WFO'd into the home checks of a moderately easy but worthwhile Sunday enduro.

Conejo Trail Riders provided thousands of bucks worth of prizes for almost everybody who finished, including the mythical Heckel plastic ISDT boots.

Why is this man lost?

She's just checkin' up on ya.



Soderstorm takes the money at Indio short track

By Micky McManus

INDIO, CAL., JUNE 21

Over 1,000 fans watched Charlie Soderstrom do his thing and take home the bread Friday night at the Indio Fair Grounds Short Track. Charlie's Bultaco led the way as Bob Spicer (Yam) came in a distant second. Marc Jones (Kaw) of Indio picked up the third place money.

The 100cc class was dominated by Yamahas with Joey Morales, Jim Burge Jr., and Eric Pettersen taking wins in that order.

The hottest class of the evening was the 125s with Arizona State Mini Champ Jimmy Wright winning on a Honda followed by Randy Reynolds and Chuck Wheeler, both on Suzukis.

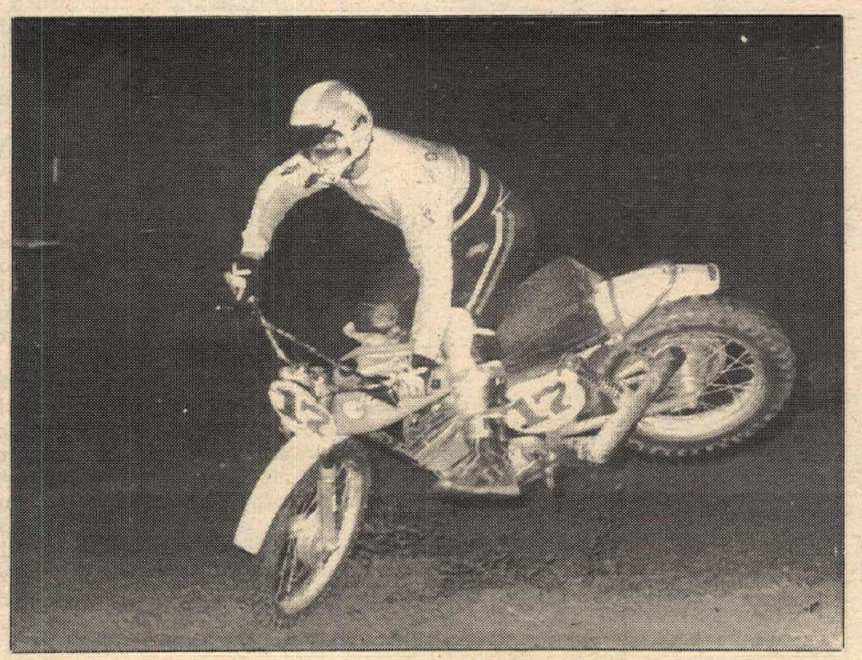
It took Lyle Shroyer (CZ) three heats to qualify for the Main. But when the starter dropped the flag for the beginning of the Main Shroyer led the pack to the checkers. Teddy Gibson (CZ) and Mark Crawford (Bul) took second and third place.

The Open class saw Randy Reynolds (Suz) come from the 70 penalty line to worm his way through the pack to earn a well deserved first over Kenneth Griner (Yam) and Lou Giminez (Yam).

Yamaha Bicycle Gold Cup Series coming

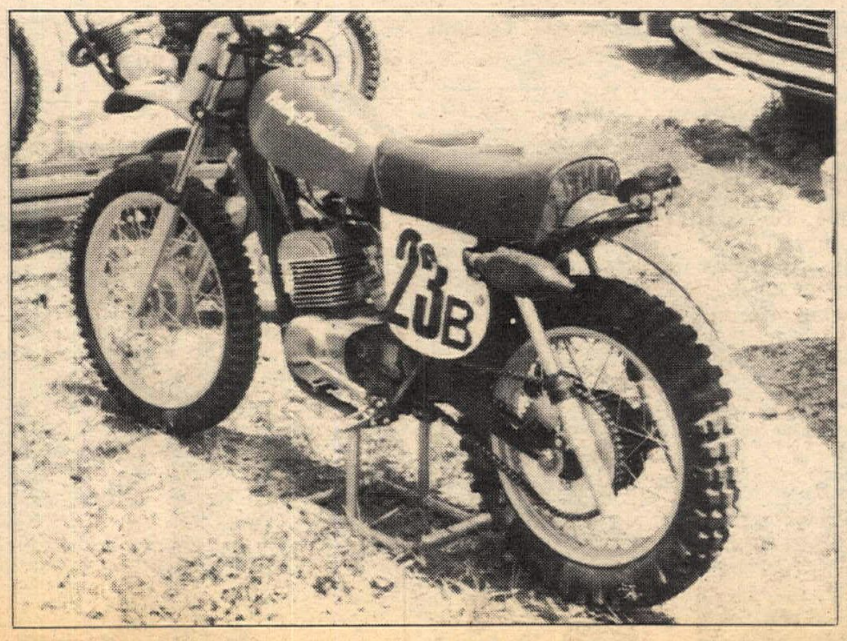
First in the series of Yamaha Bicycle Gold Cups is slated for Birmingham High School, Van Nuys, Calif. July 20. Elimination heats will begin at 9:30 a.m. and

Continued on page 16



Tony DiStefano decided to try CRC night motocrossing at Native American Dunes June 25, but didn't fare too well. He won his first moto, stood it on the front wheel (just like Falta, but with different results) in the second moto, and never made it to the third. Alas. We hope his broken thumb heals quickly. (Dan Mahony Photo).

In the never-ending search for handling perfection, everybody complains about the rear shocks, which always seem to lose their damping action before the front struts give up. So it was inevitable that someone would get the bright idea of using fork legs as rear dampers. What's even more remarkable about the setup pictured here is that the machine is a prototype Harley-Davidson which appeared at a recent Wisconsin motocross. The machine weighs 210 lbs. and the rear suspension is air-oil damped.



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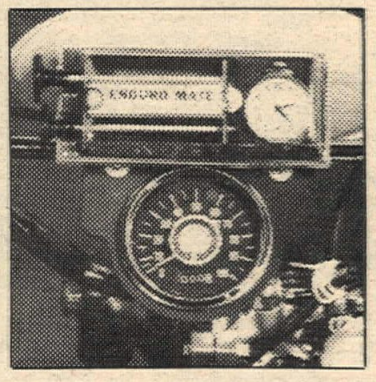

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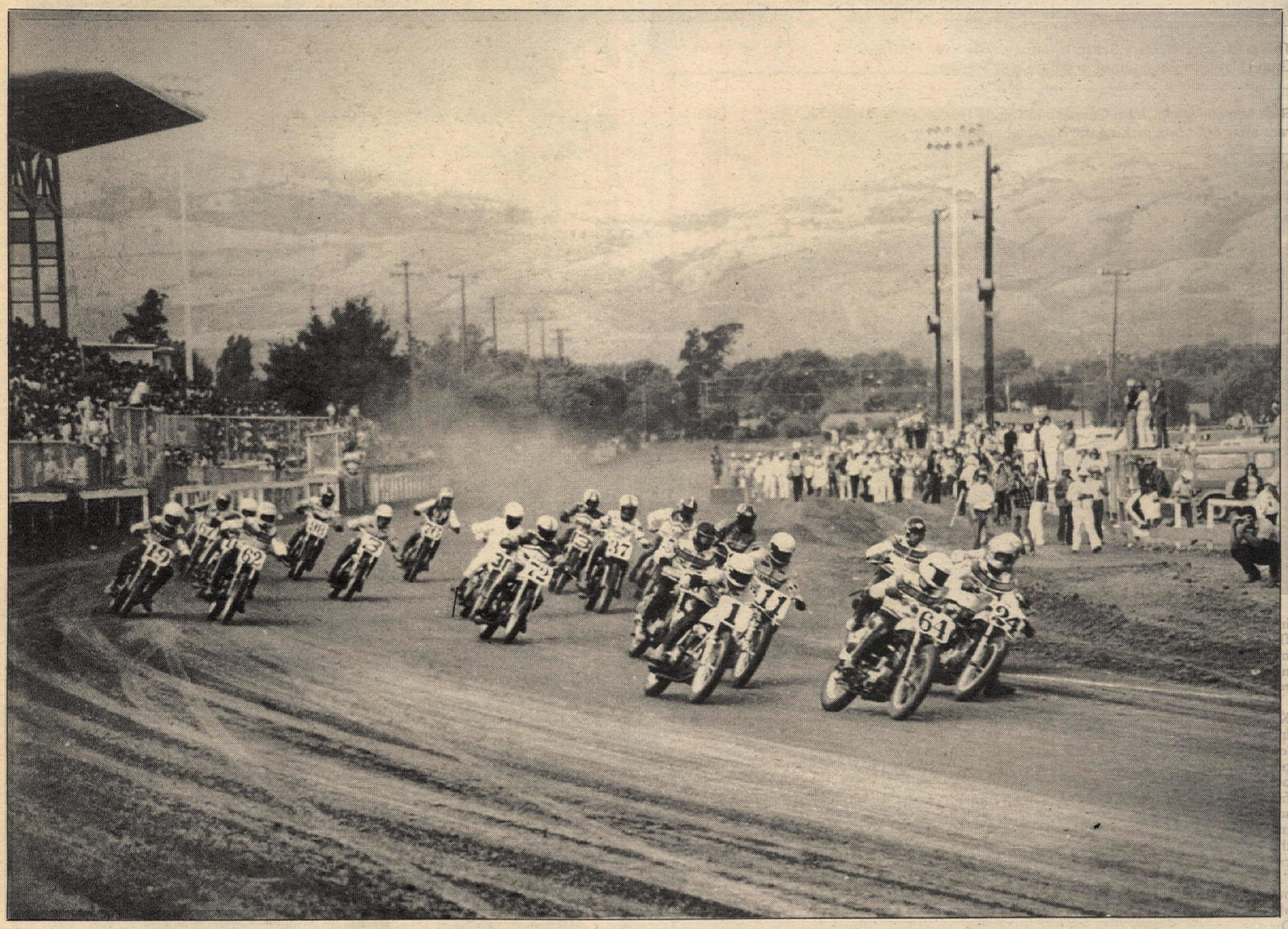
Kidd in a Scott Bros. sandwich with Roberts for dessert



The National Championship field explodes into the first turn of the mile but this start was aborted half-a-lap later when Mert (7) Lawwill and Jim (24) Rice fell at once. Mert suffered a tweaked ankle to go with his bruised arm from a time-trial spill earlier in the day.

By Charles Clayton

SAN JOSE, CAL., JULY 7

When they turned them loose for practice, you could tell right away that this wouldn't be a re-run of the month-ago mile National at

the same place. The motors sounded *good*. AMA's top Experts were dialed in on San Jose this time and Gary Scott, in particular, was out to revenge himself for the narrow defeat he suffered from Kenny Roberts here the last time around.

Mert Lawwill was hungriest for the win. Trying to set fast time in the qualifying laps he broke loose, nearly saved it, but flipped over the high side, his body skidding to a stop just inches from the fence. Mert hurt his arm, damaged his Harley-Davidson, but got right up and time-trialed ninth on his spare bike.

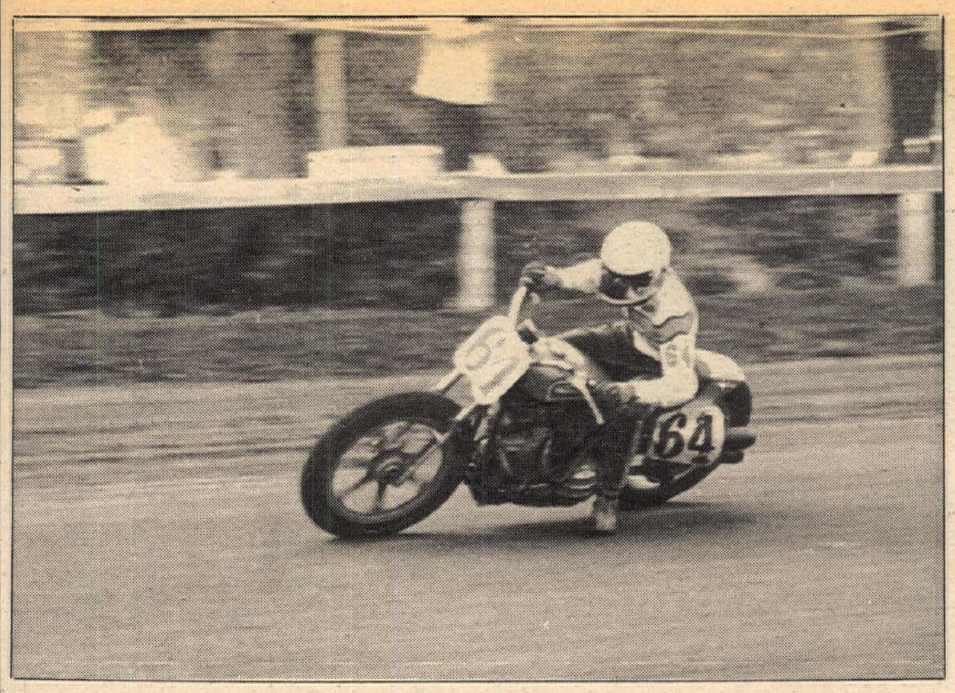
To Chuck Palmgren went fast-time honors. Chuck's Gurney Yamaha made the mile in 39.20 seconds, leaving Mert's May San Jose track record of 38.43 standing. Don Castro was back racing after mending from his recent injury and Don qualified for the show, as did Al Gunter on the Stanley Pest Yamaha, advancing Al another step on the comeback trail. The skimpy crowd of 7,700 gave Albert a large ovation.

The first heat got the races off to a sizzling start with Palmgren and Ken Roberts – private Yamaha versus factory Yamaha – ding-donging it in the early laps. Chuck showed his horsepower advantage on the straight stretches, leading Kenny into the turns, where the Grand National Champ outrode him cleverly to take the lead, only to be repassed by Palmgren's tight-turning twin at the end of the straight. Meanwhile, Mert Lawwill was inching up on the leaders and finally passed both of them to win the first heat, followed by Roberts.

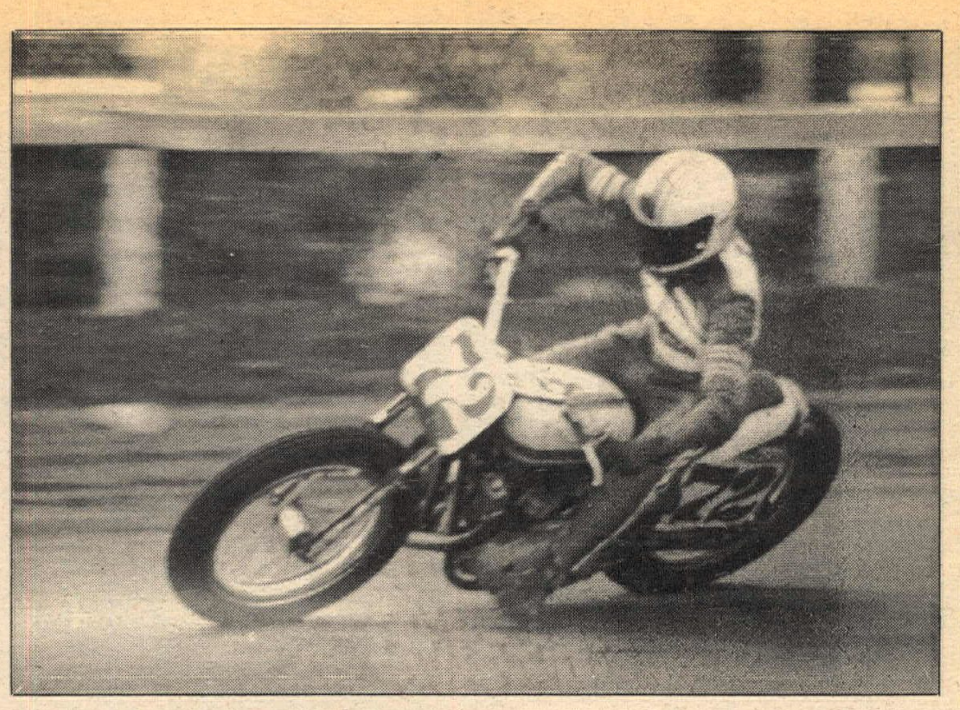
Judging by the cheers from the grandstand, at this point no fan would have taken $20 for his ticket. This was first class racing.

Heat number two began a series of crashes that would continue through the day. On the restart, Jim Odom led briefly before falling back to fourth. Hank Scott took over, followed by Gene Romero (who won third here last month) and Corky Keener on the Bart Markel Harley. Keener zapped the two leaders and won the race by a long reach. Ron Moore on the Triumph won fourth and last direct transfer to the National.

The third heat got underway finally with two restarts. The second try was red-flagged after Larry Gino powered

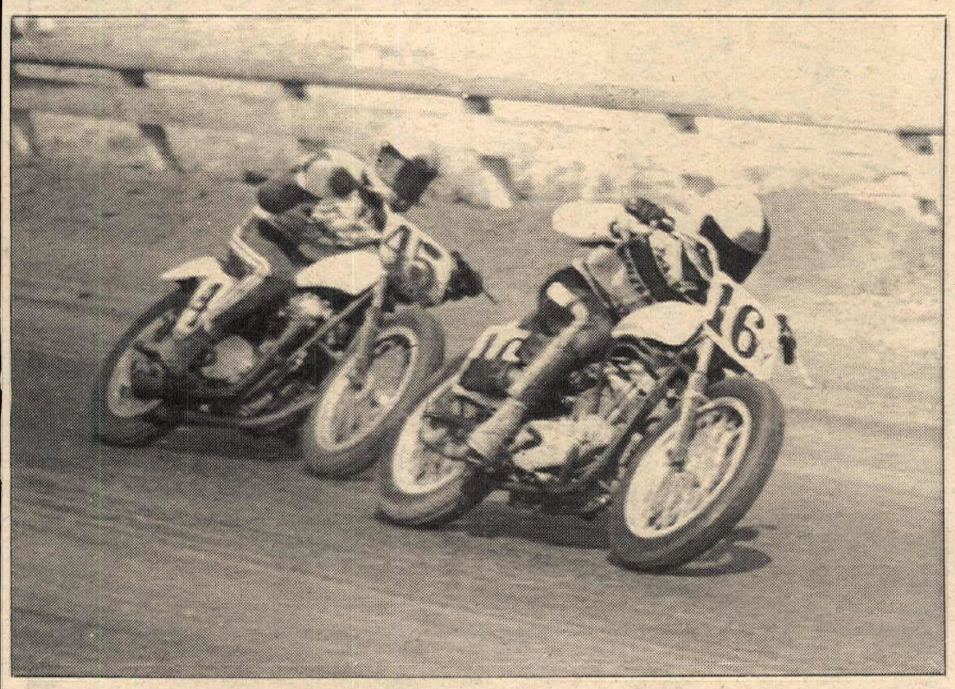


This is the winner, Gary Scott, trimming away rival Roberts' Grand National Championship points lead Sunday.

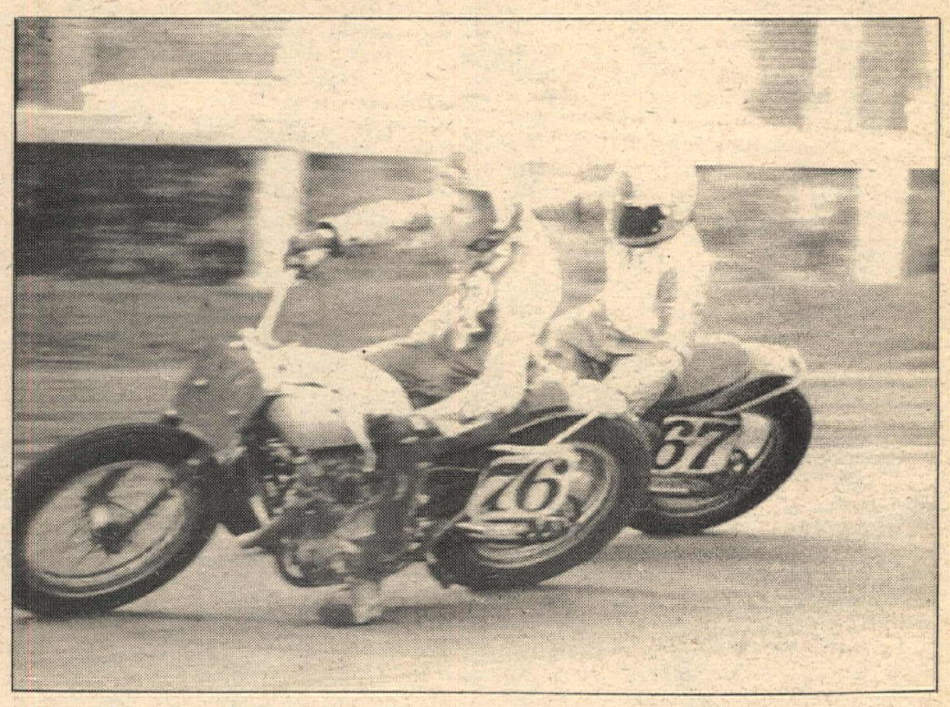


And this is the runner-up, the Kidd from Texas, pitching it sideways at over 100 MPH.

Ride 'em and weep. John Gennai and Danny Hockie finished one-two in the Trophy race after not quite making the National lineup. They won some money, though.



Race within a race co-starred Frank (76) Gillespie and Pat (67) Marinacci.



into the number three corner fence and flew completely over the wall, narrowly missing a tree, and landed in a neighbor's back yard. Larry was reported to have suffered a "cut leg."

Gary Scott sling-shotted past Mike Kidd, taking the checkered flag by inches after a ten-lap battle that saw the lead change eleven times and gave a preview of the National final duel between these two chargers on the factory Harley and Triumph. Castro snatched third and Dave Aldana fourth transfer away from Rob Morrison on the Norton. Al Gunter escaped the crashes and finished next to last.

Heat four started with a crash that put James Rawls and Dick Mann out — Mann with undisclosed ankle injuries. On the restart Frank Gillespie led the charge followed by Rick Hocking and Terry Dorsch. Urged on by the cheering crowd, San Jose favorite Jim Rice raced up from fifth to take the win away from Gillespie in a last lap thriller when Frank's Yamaha threw its chain.

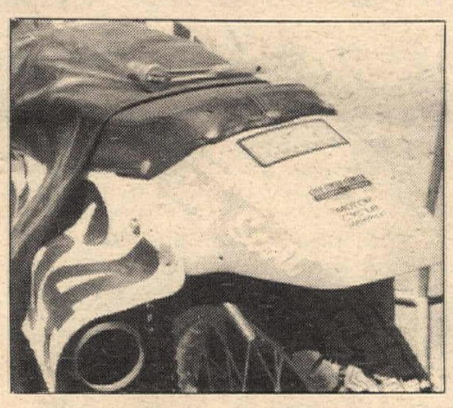
Semi finals

It was Odom versus Gillespie in the first Semi, but Rob Morrison berserked his way into the lead and won a spot on the National starting line, much to his competition's dismay.

The other Semi was another thriller with John Hateley and John Gennai going neck and neck, but Bob Sanders proved again that he knows his way around San Jose — and around the two Johns — by passing them both for the lead spot halfway through the race. Gennai got in front of Hateley finally for the second and last transfer position on lap eight, but here a crash interrupted the race and it was stopped. Unfortunately for Gennai, the rule says you score the finish by the order they passed the flag line of the previous lap, and on that seventh lap, Hateley had a slight edge over his rival, so Hateley went to the National and Gennai went to the Trophy final.

Trophy final and Junior invitational

It was pass and repass in the Trophy race. Dewayne Keeter took it away from John Gennai but fell back smoking to let Danny Hockie fight for first at over 100 miles per hour. Gennai led it to the checkered flag, however.



Gary Scott advertises impartially.

The Junior invitational race was another Skip Aksland benefit as Walt Foster chased him to the flag, followed by ten other talented young racers getting valuable experience on the mile.

National final

Expectation was high as they lined up for the big 25-lap race. At the green flag it was Gary Scott, Kenny Roberts and Corky Keener away like shots from the same gun. Twenty motors snarled around the track and then a giant gasp as the grandstand leaps up in fear. Mert crashed! Jim Rice is down too. Moments later, a cheer of relief as Rice is seen up and walking. As the racers line up for the restart, Mert emerges from the ambulance and another cheer goes up. It's going to be okay after all. Starter Bouncing Bob turns cartwheels on the track.

The green flag dances and they're off! Scott again streaks to the front with Kidd and Roberts close at heel, followed in a bunch by Scott Brelsford, Keener, brother Hank Scott, Castro, Morrison and Romero.

As the laps unwind the National sorts out into four separate races. Scott and Kidd, the Harley and the Triumph lead the charge with Hank and Kenny lurking in their draft. Then a gap and a snarling pack of motorcycles led by Morrison, Castro and Keener, with Palmgren and Romero hanging draft. Another gap, then Frank Gillespie and Pat Marinacci wheel-to-wheel in a private duel. Space, then thunders Rick Hocking, Terry Dorsch and John Hateley having a race of their own.

Mile after mile they speed in the warm California sun. Palmgren's motor seizes sending him very high, almost into the haybales; he barely saves it. Twenty-three miles, twenty-four. It is clear that Gary Scott will not be denied his victory this day. Gillespie slingshots past Marinacci at the checkered flag and Morrison has held back his pack to win that race-within-a-race.

Roberts plays his hole card that worked last month, drifting out of Hank Scott's draft to slingshot him past the checkers, but Hank was expecting that and clung to third by a tire-tread to share the victory champagne with his brother.

The crowd pours over the fences to mob the winner's platform where their heroes are. It was not a replay of last May at all. •

Results

FINAL (16.39.42 — 90.05 MPH Avg.): 1. Gary Scott (H-D). 2. Mike Kidd (Tri). 3. Hank Scott (H-D). 4. Ken Roberts (Yam). 5. Rob Morrison (Nor). 6. Scott Brelsford (H-D). 7. Don Castro (Yam). 8. Gene Romero (Yam). 9. Frank Gillespie (Yam). 10. Pat Marinacci (Tri). 11. Terry Dorsch (Yam). 12. John Hateley (Yam). 13. Rick Hocking (Yam). 14. Chuck Palmgren (Yam). 15. Bob Sanders (Yam). 16. Dave Aldana (Nor). 17. Corky Keener (H-D). 18. Ron Moore (Tri). 19. Jim Rice (H-D). 20. Mert Lawwill (H-D).

JR. RACE: 1. Skip Aksland (Yam). 2. Walt Foster (Tri). 3. Earl Meyer (Yam). 4. Art Fredenburg (BSA). 5. John Allison (Yam). 6. Ryan Gifford (Tri). 7. Jeff Coleman (Yam). 8. Dennis Robinson (Tri). 9. Gary Tonda (Yam). 10. Jim Berry (Yam). 11. Dennis Briggs (Suz). 12. Alex Jorgensen (Tri).

TROPHY RACE: 1. John Gennai (H-D). 2. Danny Hockie (Yam). 3. Jim Odom (Yam). 4. Tom White (H-D). 5. Tom Horton (Yam). 6. Eddie Wirth (H-D). 7. Devon Sowehn (Tri). 8. Mike Bailey (Yam). 9. Ike Reed (Tri). 10. Dewayne Keeter (H-D). 11. Mark Williams (Tri). 12. Eddie Mulder (H-D).

New San Jose Champion Scott stands where K. Roberts stood last Memorial Day.

Keener comes to Ascot

By Bob Read

GARDENA, CAL., JULY 5

Michigan's Corky Keener is every bit as good on a half-mile as the press clippings say he is. Keener invaded Ascot for the first time

last Friday night – but maybe he picked the wrong week.

Bart Markel's pupil came in undefeated in Heat races, he finished second to John Hateley. Keener does not run Trophy Dashes in the east, he finished third in the Dash behind Hateley and Rob Morrison.

Early reports were that Corky had never lost a Main event this year when the bike was running. But he finished third in one of the wildest and most hotly-contested finals ever run at the Gardena oval.

Keener was shut out in four times on the track. Eddie Wirth topped him in time trials, but to most experienced observers he turned in the best job by a first time out-of-stater since Markel flew in and won back in 1960.

Keener knocked off a 22-second time trial. Then he came from an early distant third in the Heat race to just miss beating Hateley. After the event it was learned that his right foot peg had fallen off on the first lap.

When Keener came to the line for the Main event, not all of Ascot's tigers were on hand. Missing were Tom Rockwood, Dave Aldana and Gary Scott, to name a few, but there was more than enough talent on hand to give Corky the acid test.

Rookie Morrison led the first three laps with Keener right there behind. Wirth was third, Hateley fourth. On lap four Wirth shot from third to first in one pass and started pulling away before his Lockhart Triumph went on one cylinder.

Keener zoomed to first place on lap eight with Hateley taking over second from Morrison on the tenth round. Then Keener gave way to Hateley on lap twelve.

Keener was inches back and still pushing for the win when Morrison got back into second on the next-to-last lap. The front three came out on the final turn on the last lap with Hateley in front.

Then Morrison shot to the inside, bumped into John twice, crowded on by and won his third Main event of the year. Four riders led the Final with the lead changing eleven times before the finish. Keener ended up third with Danny Hockie coming on late for fourth and Wirth keeping half his engine running for fifth.

Yes folks, the twenty-eight-year-old Michigan lad is a racer. Markel stated after the races that the rear tire on Keener's Harley was completely worn out. Corky said that it was the hardest race he had ever run, including his recent National win at Louisville.

Hateley was unhappy and pointing the finger at Morrison for rapping him not once, but twice. Morrison said that Hateley's engine was souring and John was slowing up. John said it wasn't true. Markel and Keener both said they would be back before the season is over. Eddie Wirth felt he had it bagged until his engine slowed.

All five Junior Main event winners this season were on hand for Friday's fracas. All five were shut out in the Heat races and all had to ride in the Semi. Only point leader, Alex Jorgensen, made it to the Main event.

Mike Myers and Dennis Briggs put the one-two on Skip Aksland and Jorgy in the first Heat. Ryan Gifford and Tony Dell did the same to Walt Foster in the second and Earl Meyer and Rick Kraft put back Tom Berry in the final Heat. John Allison also took it on the chin in the last Heat to account for the front five this year.

Jorgensen was deep in the back row for the Final but again smooth, high-groove riding took him to the front on lap seven, passing Ryan Gifford who was trying for his first win of the year. Gifford kept it close right to the finish but settled for second.

The longest night was for the Arizona team of Rick Kraft and Art Fredenberg. Fredenberg got caught trying to jump the starter in two events and went to the penalty line. He finally crashed later in the race. Then Kraft bailed off in the final, taking last place.

The Novices again put on a three-rider battle from start to fnish in the lightweight final with Elbert Turner showing the way over Steve Eklund and season point leader Dan McWhorter. Dan came from a row two start position to make it interesting, but could not catch Turner and Eklund, who started up front.

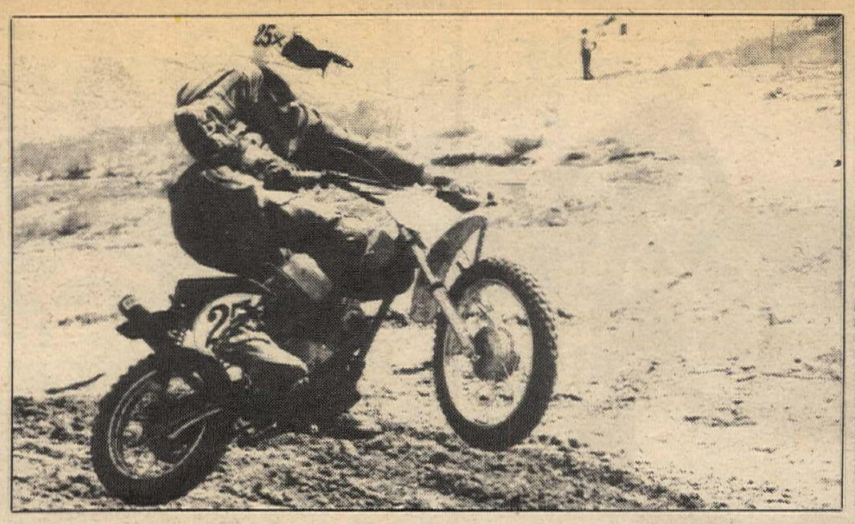
This coming Friday night is the final tuneup for the July 19th "Gardena Gold Cup" $3,000 half mile and the 13th running of the $20,000 AMA National T.T. on Saturday night, July 20th. Novices and Juniors are eligible on the 19th but the 20th will find Experts only. Ticketron outlets have the tags to get you in. ●

Results

Expert Final: 1. Rob Morrison (Nor); 2. John Hateley (Yam); 3. Corky Keener (H-D); 4. Danny Hockie (Yam); 5. Eddie Wirth (Tri); 6. John Gennai (Tri); 7. DeWayne Keeter (H-D); 8. Tom Horton (Yam); 9. Bob Sanders (Nor); 10. Pat McCaul (Nor).

Junior Final: 1. Alex Jorgensen (Tri); 2. Ryan Gifford (Tri); 3. Mike Meyers (Nor); 4. Dennis Briggs (Suz); 5. Earl Myer (Yam); 6. Tony Dell (Nor); 7. Tom Berry (Yam); 8. Rick Kraft (Nor).

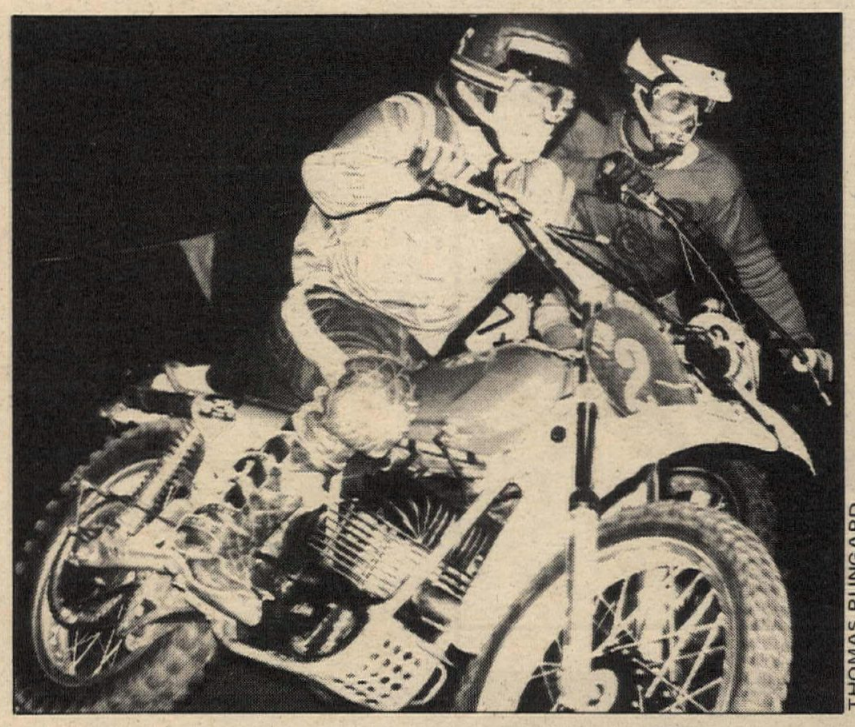
Novice Final: 1. Elbert Turner (Yam); 2. Steve Eklund (Yam); 3. Dan McWhorter (Yam); 4. Brian Garcia (Yam); 5. Scott Pearson (Kaw); 6. Jim Crowley (Kaw); 7. Mark Mitschele (Yam); 8. Rex Hailey (Yam); 9. Bob Murray (Yam); 10. Tom Worfolk (Yam).



THOMAS RUNGARD

Barry Armgard (Hon) only got third at S.A.M.'s MX at Saddleback Mini class, but he's photogenic when he jumps.

Rick Wiseman (Pen) and Clay Musolf (CZ) dice it out in AMC's 250 Expert race July 5 at Saddleback's Raceway (used to be called OCIR).



THOMAS RUNGARD

Home-built monoshock debuts at CMC Saddleback: second ain't bad

By Alan Shepherd

ORANGE, CAL., JULY 7

Tommy Croft and his sponsor Kelvin Franks unveiled a neat 125 at CMC's Sunday motocross at Saddleback today, a Honda engine in a Franks Monoshock frame. For his first time out on a 125 in more than three months and considering it's a new machine (which seized the day before after five minutes of practice), his second Overall was a convincing performance.

In the first moto, he and Tim Lunde (Hon) put on a fine show racing right down to the wire, with Tommy winning. Lunde, returning from the Salt Lake City wars of a week earlier, then took the upper hand in the final and scurried away to a strong win while Croft spent much of the race attempting to pass Dave Eropkin (Hon).

That left them tied on points with Lunde getting the nod due to his final win. Eropkin took a third barely nosing out Mike Bell (Hon) who tied him on Overall points; each took a third and fourth.

Croft then took on the 250 Pros on another Franks design, this one Suzuki powered, but about three years old. Again he garnered second Overall, much to the disappointment of Billy Clements (Hus).

Veteran Clements had won the first round substantially over Jeff Vidic (Mai) after the latter had shift-lever problems near the end; Croft taking third. In the final, Vidic jumped into the lead and looked like he was going to run away and hide. But, on the second lap, his front tire began to go flat and he cooled it. Meanwhile, Clements was working through traffic quickly and was soon hovering on Croft's rear shocks in third. The pair closed on Vidic and Clements got by for second. Two laps later, he was hounding Jeff, but the wild-man from Glendale continued to shut the door each time Billy tried to pass.

Several laps from the end, Clements made yet another move, pulled alongside and in the dash got a little too close. Billy ended up sliding out, dropping him way back to fifth. He got back to fourth by the checkered, leaving him third on points.

Clements made up for it by sweeping the 500 Pros over Mike Yorba (Maico) and Doug Sherman (Penton), second and third respectively each round. Double-class riding seems to be paying off for Clements, as he is getting into very strong shape in preparation for this fall's TransAMA series, a three month campaign he did very well on last year.

Results in the Results Section.

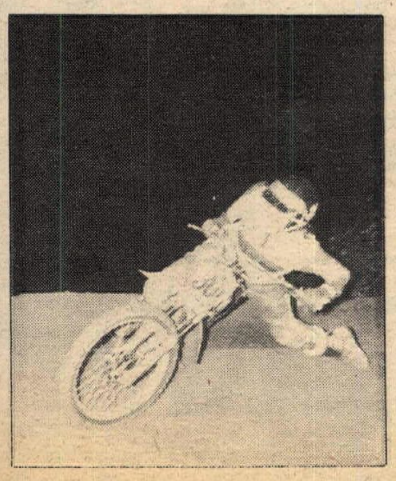
Tommy Croft rode his Honda-powered, Franks-framed monoshocker to second Overall 125 Pro in CMC's Sunday Saddleback race.

A. SHEPHERD

Doug Sherman's new Penton Mint 400 is indeed a FMF; he took third Overall 500 Pro behind Billy Clements and Mike Yorba.

Jamie Avels was the fastest dude around at CRC's Hare Scrambles at Adelanto, CA June 30. (Below) Bill Sears, terror of the over 35 gang, won the Open Novice +35 class. Full Results in the Results Section.

125 Beginner Joe Cook didn't do very well in the Overall standings at CRC's night MX at Native American Dunes July 2, but he did some wild sliding for John Hesson's camera. (Below) The beadiest stare wins. Full results in the Results Section.



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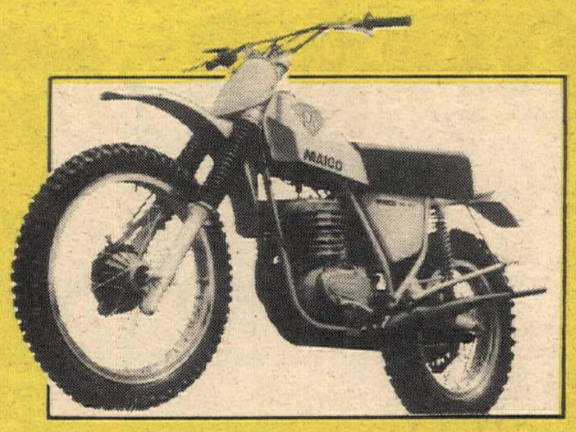

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A racy Nancy Paynes the competition

By Dale Brown

VALENCIA, CAL., JULY 6-7

Nancy Payne won the title of National Powder Puff Champion by accumulating the greatest number of points in Expert competition during this two day event.

Payne did it by totally dominating the 250 motocross, taking a third in 125 motocross, and finishing in the top ten in both Grands Prix, despite bike troubles.

Also in contention for the top prize were Lorie Watson, Janene Turton and Janice Kline.

Lorie Watson, who had been favored by many to take the Overall win, was bothered by the flu all weekend, but still made a creditable showing.

Motocross competition, run Saturday and Sunday morning produced some exciting battles, particularly in the first moto of the 125 Experts. Lorie Watson charged into the lead followed by Janene Turton. Honda-mounted Watson kept the lead for three laps before relinquishing it to Turton, the Bultaco bullet. She was out in front for only three laps before Watson regained the lead. All that time, they were less than a split second apart and that's how they finished. Bothered by the flu and crashes, Watson wasn't in contention for the two remaining motos and Turton won easily. Aggressive riding by Juana Madrid (Suz) moved her into second Overall ahead of Nancy Payne.

Payne hopped off her Honda onto a Maico and made a shambles of the 250 class. Janice Kline (Hon) led for awhile in the first moto until her tranny got troublesome. After that it was Nancy's show. Heads-up riding by a telephone line-person from Oregon named Nancy Thomas moved her into second Overall, ahead of Kline.

After the motocross it was off to the sandwash for the Grands Prix. The first race, for 250, 100, Minis and Grannys, was run for an hour. Then those girls in contention for the top prize switched back to the 125s for a two-hour bash. 125 winner Lorie Watson made 33 laps of the almost four mile course, which works out to over 125 miles. Right after she had run for an hour with the 250s. When was the last time you rode fast for over 200 miles? This writer tips his hat in admiration of those ladies. *(Me, too . . . Ed.)*

Special mention should also be made to Nancy Thomas and Cherry Stockton. Nancy did a get-off during the 250 GP and injured her knee. But she still kept on riding very fast. During the 125 event, she crashed again. Stockton, running fourth, stopped to help her. Although she would be unable to walk after the race, Thomas continued, still riding fast. Cherry got an award for good sportsmanship.

After the races were over, everybody waited for what seemed like an eternity for the Grand Prix results. P.U.R.R. (Powderpuffs Unlimited, Riders and Racers) had the results in three hours, unlike the Viewfinders, who took three weeks.

The Overall winner was to receive a Can-Am 125 from Gary Jones, a complete riding outfit from Norstar and other contingencies. Nancy Payne looked to be in shock, but she soon regained her composure and motored off into the sunset on the new bike. She soon returned however, for Sue Hall had gathered an almost inexhaustible collection of contingencies for the winners. P.U.R.R. also had cash for the Experts (first time ever for a girls' race.)

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weekend with fast women:

DALE BROWN

Overall winner Nancy Payne (Mai) rides on water during the 250 GP. What did she say her father's name was?

JOHN ULRICH

Nancy Thomas (Hon) pressured Nancy Payne (Hon) in the second 125 Expert moto until she crashed.

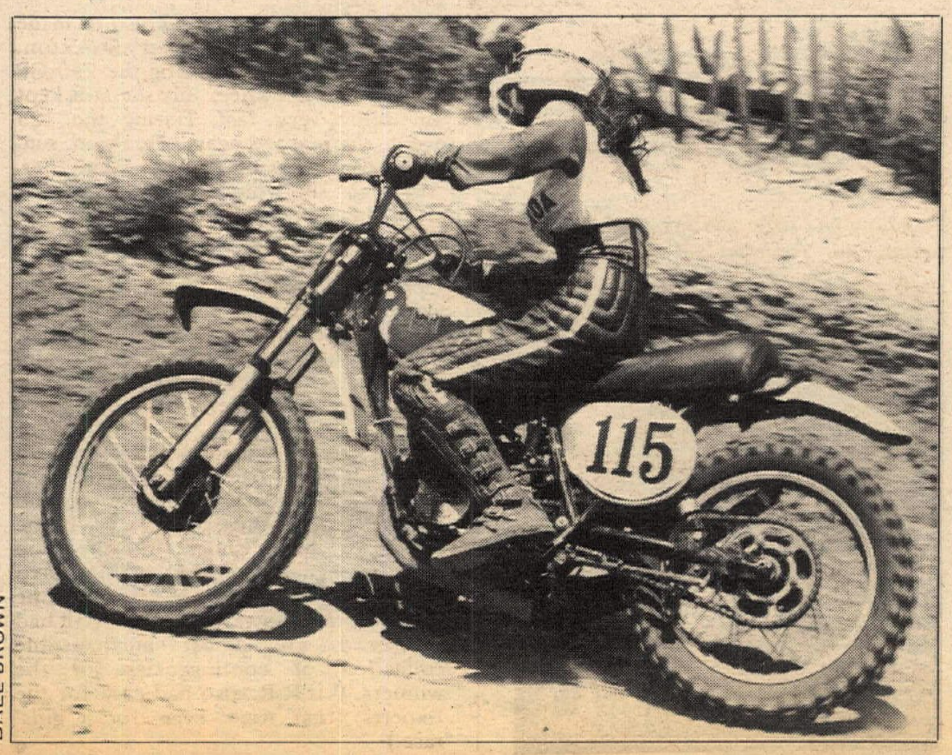
JOHN ULRICH

Janene Turton (Bul) leads the 125 Experts into the third turn just before the race was black flagged due to a massive pileup of the pack before turn two. Survivors chasing Turton are Lorie Watson (Hon-115), Chelle Blythe (Hon-U2), Nancy Thomas (Hon-12), and Jan Kline.

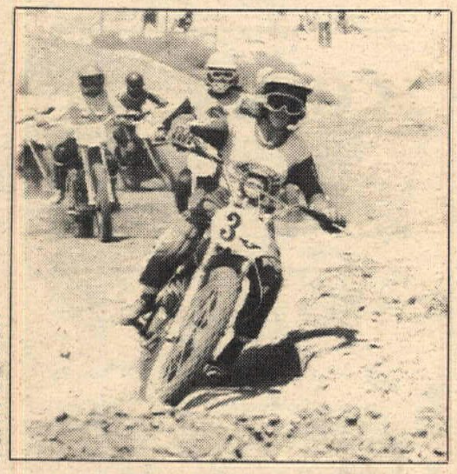
Results

MOTOCROSS
Overall Winner: 1. Nancy Payne.
125 Overall Winner: 1. Janene Turton.
250 Overall Winner: 1. Nancy Payne.
Mini Beg: 1. Barbara Spielman; 2. Lisa Christenson.
Mini Nov: 1. Joy Maramom; 2. Sue Weisburg.
Mini Ex: 1. Sue Fish; 2. Jan Kline.
100 Beg: 1. Lynda Ledlow; 2. Peggy Oki.
100 Nov: 1. Gina Barkey; 2. Annabella Wood.
125 Beg: 1. Kim Ward; 2. Sue Kannon; 3. Kellie Caspary.
125 Am: 1. Joanna Stenerson; 2. Kim Herbert; 3. Dolly Hays.
125 Nov: 1. Lisa Howard; 2. Robert Vasilis; 3. Paulette Napoleone.
125 Ex: 1. Janene Turton; 2. Juana Madrid; 3. Nancy Payne.
250 Beg: 1. Donna Turpo; 2. Julie Ciardello.
250 Nov: 1. Connie Smith; 2. Barbara Tieskoetter.
250 Am: 1. Gail Duhe.
250 Ex: 1. Nancy Payne; 2. Nancy Thomas; 3. Jan Kline.
Open: 1. Marie Masterson; 2. Cheryl Ann Acres.
Granny: 1. Norene Hendrix.
GP
Granny: 1. Mary Harnish; 2. Carment Vitale.
Mini: 1. Barbara Spielman; 2. Lisa Christenson.
100 Beg: 1. Kelly Weisman; 2. Lynda Ledlow.
100 Nov: 1. Judith Kroker.
250 Ex: 1. Trudy Beck; 2. Lorie Watson; 3. Kimmy Jo Slayton.
250 Nov: 1. Leslie Klug.
125 Ex: 1. Lorie Watson; 2. Trudy Beck; 3. Pam Niles.

Lorie Watson (Hon) was second in the 250 GP behind Trudy Beck. She won the 125 GP two hours and 30 minutes later.



DALE BROWN



JOHN ULRICH

Lori Viens (Pen) is in front of this 125 Beginner moto. She was fourth OA Beginner in the 2-day championship.

JOHN ULRICH

Dana Stenersen bounces off the berm as Debbie Lutz approaches during a 125 Beginner moto.

Trudy Beck won the 250 GP with her Penton 175. She likes it a lot.

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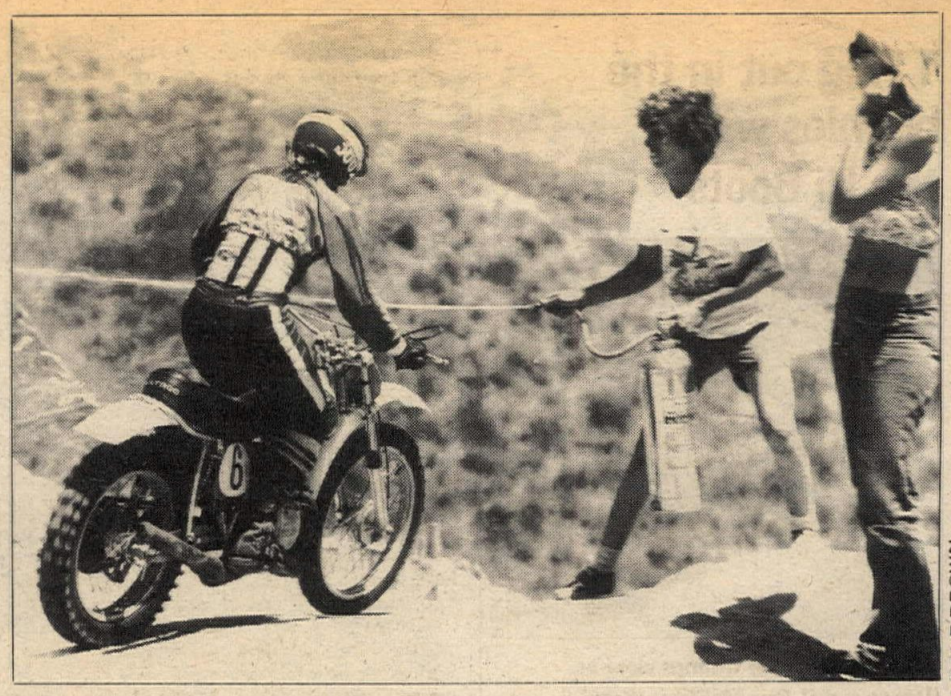

DALE BROWN

Kelly Bartlett spectates as Jeff Blix gets a squirt from Tom Morris.

Yamaha's Gold Cup Series

Continued from page 9

continue throughout the day. Winners of the elimination heats will compete in the Gold Cup Championship starting at 7:30 p.m.

There will be bands, cheerleaders and upwards of 900 helmeted youths on every type of bicycle imaginable.

Riders seven to 16-years-old will compete in one of three classes, Novice, Junior or Expert. Bicycles in each class must not exceed 20-inch wheels. Safety of both rider and machine will be strictly enforced.

Yamaha Gold Cup riders must register at a Yamaha dealership on or before July 18. Racers will pay a entry fee of $1 at the race site.

Additional regional Gold Cup races will be held in the San Francisco area and San Diego in August. Winners from each regional event will compete in the California State Gold Cup Championship, September 7, in Los Angeles.

According to Yamaha Vice President Terry Tiernan, "America is experiencing the birth of a new sport which we feel will be as big or bigger than Little League or the old Soap Box Derby." •

Help from buddy Blix and team strategy save Zahrt's NRA day

By Dale Brown

MOORPARK, CAL., JUNE 24

Dave Zahrt (Bul) came back from mechanical troubles in the first moto of today's NRA MX at Valley Cycle Park to finish second Overall – with a little help from a friend.

It had appeared that Zahrt wouldn't need any help as he grabbed the hole shot in the first moto of the Open Experts ahead of Tony Lanzarone (Mai) and Jeff Blix (Bul).

Blix passed Lanzarone and started to reel in on Zahrt, but Zahrt was riding well and it took him awhile. Blix finally passed the other Bultaco pilot to grab the lead about halfway through the 20-minute moto.

Zahrt's expansion chamber cracked soon afterward and he dropped to fourth, behind Lanzarone and Terry Van Blaricom (Mai).

Blix grabbed the second moto lead going out of the gate with Zahrt and Lanzarone on his tail. Lanzarone dropped it on the second lap, easing the pressure on the leading pair. Blix pulled away from everybody for almost the entire race, until . . .

The while flag lap. Blix slowed on the top of the hill, where he'd been getting splashed with water from Tom Morris. Blix asked Morris if Zahrt was behind him. When the answer was affirmative, he slowed way down. Practically coming to a complete stop in several corners, he waited for Zahrt, who finally caught and passed him. Blix took second, with Lanzarone working his way back to third.

Blix took the Overall win, with Zahrt and Lanzarone tied at five points apiece. Zahrt took second-place cash, based on his better finish in the second moto.

Zahrt was also entered in the 125 Experts. True to his style for the day, he took the lead in the first moto and then dropped out with mechanical ills. Russ McAfee (Bul) took the lead on Zahrt's demise and held it. Zahrt did win the second moto, with McAfee cooling it in second. Overall, it was McAfee, Robert Morrison (DKW), and Zahrt. •

Pedalling like little pistons, the bicycle-crossers practice for Yamahas B-X Gold Cup Series.

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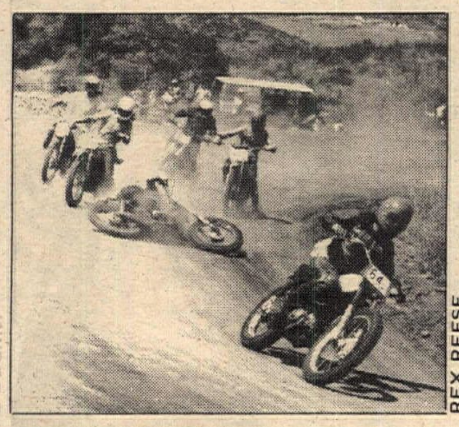

REX REESE

Gary Leake (Hon) thumps clear as (left to right) Eric McElroy (Kaw), John Garcia (Yam), Morris Bean (Hon) and Billy Hicks (Yam) meet an unexpected 250 Novice A class Dehesa track-block.

By Rex William Reese

HARBISON CYN., CAL., JUNE 30

Tim Melancon rode two Yamahas today in the Hi Boots MC D-38 TT Scrambles 250 Amateur/Experts and Open Combined classes today to prove himself a double threat on the track. In the 250 Amateur/Expert he only got a second, but in the Open he finessed his way around the track to get an undisputed first.

The Dehesa track is as unique as it is remote with the whole set-up sloping up the side of a hill which in turn changes the average TT strategy somewhat, namely, if you're set-up for a normal track, you'd never make one lap around here, you'd have to change the tuning and gearing around to survive. That is if you can even find the track in the first place. Dehesa is so remote, that even the cops don't even know where it is. And as for myself, I was almost totalled out in trying to find the place, and eventually found it by blind chance.

Daring Dan Fritz (Hon) took the 125 Novice A class going away wheelies and all, over Wayne Ellis (Suz) who came in a fair second, with Tom Volk (Yam) in for third.

Gary Leake whizzed out in front of everybody else in the 250 Novice A class on his four stroke Honda, proving that the era of the thumper is not dead. Eric McElroy (Kaw) came in a very distant second with John Garcia (Yam) third.

In the 250 Amateur/Expert Al Glover (Yam) and Tim Melancon (Yam) diced it out against each other, all over the track, in a wild race for first. Al got first with Tim second. Mark Aragon (Yam) hung back for third.

Tim came back in the Open Combined to take first, but it looked like for a while that he may have to settle for another second. Steve Gall (Suz) was putting pressure on him all the way in each moto, but the big scare came in the last one as Kerry Standifer took his Beezer out in front of the bunch and kept it there. Some sort of error between the scoring booth, and the ambulance occurred due to a downed rider, and the race was red flagged for a restart. On the restart, Kerry took his BSA out in front again with Steve and Tim right behind him all the way. On the last lap, Kerry took his Beezer high in the sweeper as Tim and Steve went low to get first and second respectively with Kerry third.

A bicycle scrambles was held after the races on an abbreviated circuit of the track. For the TT rider the track was a challenge, for the teeny biker it was a real task. Originally the bikes were going to go three motos, but later things became more realistic; down to two as the kids who finished the scrambles should have had an iron lung contingency given to the winner. They were gasping with eyes looking like golf balls, falling down on each other, crashing something awful; yet they dug every minute of it. Harry Haines (Sch) rode to a commanding first over the Large class. Mike McKenzie (Sch) won the Mediums, and Arturo Payan (Sch) won the Small.

Dehesa is a fine and challenging track that has produced a long line of notable riders including the late great Cal Rayborn, and Don Emde. Everybody who is serious into TT should ride it . . . that is if they can find it. •

Everyone wins at Corona's JHA Benefit

By Elaine Jones

CORONA, CAL., JUNE 22

The riders came, the spectators came and the celebrities came to make the third annual Corona Raceway Juvenile Hall Auxiliary Benefit TT the biggest and best yet.

"Fonzie" of TV's "Happy Days," after spending the day with the kids at Juvenile Hall, came out to see his first bike race. He ended the evening with a seized hand from signing autographs.

Ricky Milner ended up the evening with two big trophies in tow when he ran away from Chris Smith and Derek Katanic in the Exhibition Half-Mile and then did it again against Gary Davis and Derek Katanic in the Open TT. Gary Davis, after putting on a stunt show during intermission, topped himself when his bike and his body caught fire during the last event of the evening. Gary, not realizing his leg was on fire, was more concerned with putting his bike out than anything else. Fortunately things got put out before any serious damage was done.

The Benefit was truly a community project and was not limited to just cycle people. Thanks to all seems very inadequate but because of everyone's generosity every rider that turned out went home with some type of prize and the kids at Juvenile Hall will continue to have the worthwhile programs provided by the Auxiliary. That makes everyone a winner. •

Kerry Standifer Beezers an (Oh my, this is tricky stuff) off-camber Dehesa curve. Steve Gall (Suz) and Tim Melancon (Yam) play chase.

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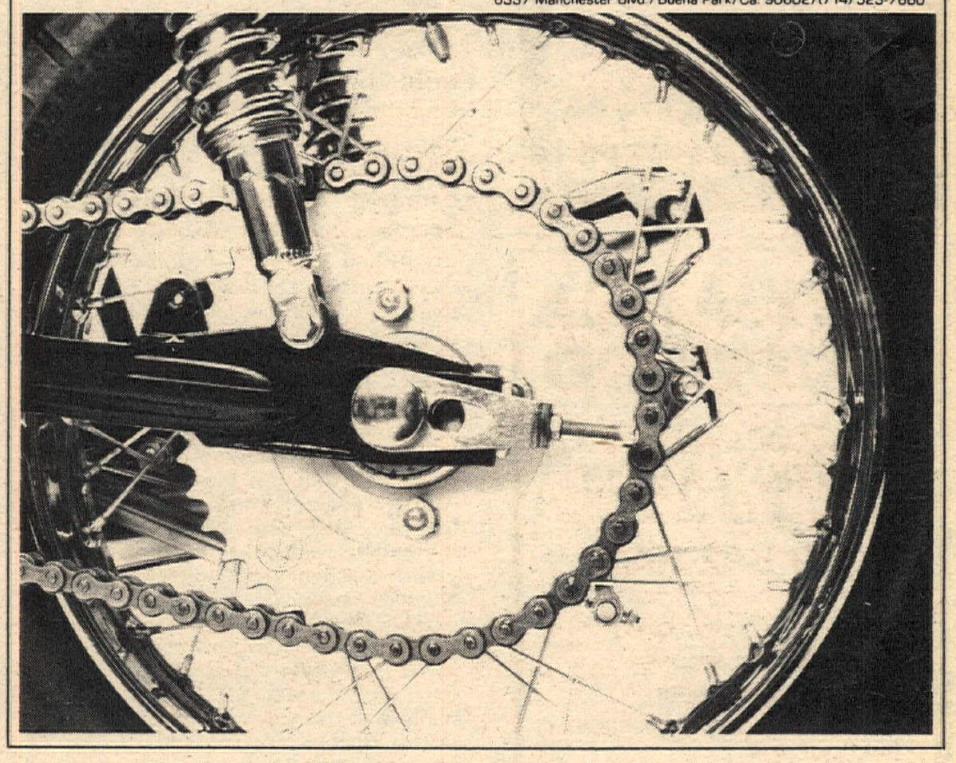

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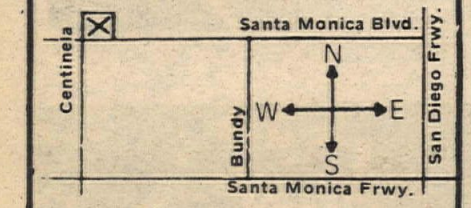

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Cycle News North

Editor Lane Campbell

AMA Nat'l. Trials: Suprises abound at Gold Bar Round

By Bud Mylerberg

GOLD BAR, WAS., JUNE 29

It was a day of surprises at the third round of the U.S. Trials Championships. It didn't rain, for one thing, and a dry trials in the Pacific Northwest is about as common as mud at Saddleback. Second, Marland Whaley, master of SoCal's rocks and sand, beat the Leavitts, Darrows and Sweets at their own game, slimey, moss-covered rocks and wet, slippery logs.

Perhaps the biggest surprise, for the riders, was the time limit, as none finished without penalty points and six unfortunates finished out of their hour of penalty time. They were allowed four hours plus one, not much for a 13 mile course of mixed trails and gone-to-hell logging roads with 20 sections and a horrendous mile long first/second gear uphill through tiny holes hacked out between fir trees.

The first lap dragged on forever, as the riders checked and rechecked the sections, waiting to see who used which lines and if that big rock over there really was too slippery to ride over. The fastest riders completed the first lap in just over three hours, and had plenty of time for the second, but those who looked too long had to motocross the second lap when they found out that the time limit hadn't been extended.

Whaley and Steve Darrow were the leaders after the first lap with 10 points each, with Don Sweet right behind at 13. Saddleback winner Lane Leavitt was all but out of the chase when his dripping-wet rear tire failed to find traction on an equally wet off-camber log and he took a five in section 19 for a lap total of 20 points. Mark Eggar, winner of the Red Dog round, was the only other potential challenger, with 21.

But Marland won the motocross, too, adding a fantastic nine point lap to his first lap effort, while the rest of the top five all failed to improve on their first lap rides. Steady Don Sweet posted a 14 to wrap up second place, which, together with his third at Saddleback and his second at Red Dog, made him the series leader at the completion of the West Coast swing.

Kirk Mayfield and George Smith III jumped out ahead of the pack in the first lap and used the time they saved to better plan their second lap lines and finish sixth and seventh with consistent rides (27-25 and 28-27 respectively).

Another surprise was the one Colorado's Bill Schaaf got when he rounded a bend on the way to turn in his card and found himself sharing a line with a Detroit gas-burner at 40 MPH. In his most inspired ride of the day he managed to get his Suzuki sideways and himself airborne at the same time, and slid over the hood of the car and into the bushes with only minor injuries. He finished anyway, and did it with the lowest penalty point loss of the day, only 14 minutes into his hour.

The biggest surprise was that the little known Pacific Northwest Trials Association could pull it off. Fred Belair, SoCal's "grand old man of trialing" pronounced the sections the most European he had seen for some time, with lots of variety and plenty of alternate lines, and added that it was the best American trials since Colorado's Ute Cup. The Montesa team agreed that it was one of the best they'd been to and George Three would flash a grin as wide as his Renthals at the merest mention of The Hill. Mike Griffits summed it up best, "It was a bitchin' goddam trials."

Results in the Results Section.

BUD MYLERBERG

CMC scrambles

By Reese Ultz

SACRAMENTO, CAL., JUNE 21

Under the lights at West Capitol Raceway more than two hundred of Northern California's leading hot shoes vied for coveted CMC Series points. With seven of the 22-week series completed, several of the classes seem pretty well cinched but each week brings out new emerging challengers.

The 125 Intermediate class is now up for grabs, as series leader Rory Ivers of Sacramento has just been advanced to Expert, where he is now running second with five points to series leader Rennie Bruns who thus far has accumulated 10 points. The same is true in the Intermediate Mini-bikes, where series leader Pat Yoho has just advanced to the 100 Novice ranks. Pat was leading the class series with 14 points.

Doug Knight of Carmichael went all out to beat Rick Hobbs of Fair Oaks for the coveted 125 Novice trophy and an additional five series points. With 16 accumulated points, Knight trails the series leader, Randy Horrell of Rio Linda, by only one point.

Placerville's Danny Turner, who normally rides in the 250 Expert class, entered the Open Expert tonight and scored an upset over series leader Doug Kohler of Sacramento. Kohler finished second, thereby adding another four

Red Dog winner Mark Eggar at the powerline on rugged PNTA National Trials course.

BUD MYLERBERG

points to his series total. Chris Mattos of Carmichael, who has been running third in the series, got a well-earned win over series leader Augie Velasquez tonight moving Mattos to the second place position with 19 series points compared to Augie's 27 series points. ●

Results in Results Section.

Young riders take control

By Shirley Campbell

COTTAGE GROVE, ORE., JUNE 21

Something happened here tonight that was very interesting. The oldest rider to win a Trophy Dash or A Main was fifteen years old.

Tom McCullough (Yam) won the 100 Trophy Dash and A Main.

In the 125 A Main Chet Campbell (Pen) grabbed the lead and held it all the way. Kent Gore (Hon) worked his way up to second with a third going to Dick Wooton (Yam). Tim Finley (Hon) won the Trophy Dash.

Lester Huey (Suz) took control of the action very quickly in the 250 A Main. Gary Davis (Hon) was in second with Rick Oliver (Bul) third. All three riders held these positions for six laps. Then Oliver got past Davis. Huey rode extremely well to actually pull away from Oliver and Davis.

In the Open Main Lester Huey (Suz) built a good lead ahead of Rick Waters (Bul) and Tom Whitsell (Kaw). There weren't any close races up front tonight. Most of the close racing was in the middle of the pack. ●

Results in the Results Section.

CRAIG MacCALLESTER

A highlight race at Reno was this clash between Mike Lupold (21) and Steve Pestoni.

Boiling blood at Reno short track

By Mike Conway

RENO PARK, NEV., JUNE 22

A beautiful night must make a racer's blood boil, or so it seems because the night was that and everyone was pushing a little harder. Both Mike Lupold and Chris Smith were out to show up the usual winners.

Smith got a fine start in the 360 Main and relegated Manuel Crummett to an unusual second place for three laps. Crummett bided his time right on Smith's rear wheel and pushed his way through with an inside pass on the third lap. Chris held on to finish a strong second followed by Stan Searls.

The real surprise of the night was in the 250 Expert heat when Mike Lupold aced Steve Pestoni out of the lead at the start and held him off to the finish. Pestoni broke his scooter afterward in the Handicap Match race and could not contest the Main which Lupold won from a closing John Perry.

Brandon Carnahan can push his Bultaco almost as fast as he rides it. He proved the fact by doing just that, all the way out of the last corner to take second place behind John Olsen in the 250 Amateur contest. If he could have run a little faster, he might have held on to first.

One of the highlights of the night was Lee Roberts' winning of the Handicap race. This is the first time it has been tried with the Juniors and Experts and bigger bikes starting toward the rear, and it was a real crowd pleaser. Roberts jumped into the lead from his front row start and was never headed. Mike Lupold and Steve Pestoni knifed through the pack but Pestoni broke and Lupold ran out of time.

The heartbreak of the night had to be for Cliff Richardson who has had troubles sorting out his Trackmaster Yamaha. He almost got it all together, with a determined bid to move around a bunch of riders into second spot in the 250 Amateur Main. A slide on the second to last lap put him down. ●

Results in the Results Section.

Quarter mile flat track

By Shirley Campbell

COTTAGE GROVE, ORE., JUNE 14

At the riders' request to keep this track going the purse was $500 instead of $1000. Things improved somewhat as there were more spectators and a few more riders.

"A" Main action in the 125 class was something else. First try Chet Campbell (Pen) took the lead with Tim Finley (Hon) and Gary Davis (Hon) close behind. Finley hit a bad hole on the track and bit the dust. Another rider then hit Finley. In the restart Campbell jumped the flagman and went back to the second line. Gary Davis moved into the lead, followed by Kent Gore (Hon) and David Anderson (Hon). Then Anderson moved up into first place with Gore second and Davis third. After the white flag, Davis fell and Lester Huey (Suz) moved into third.

Gary Davis (Bul) took the top honors in the 200 A Main and the trophy dash. Chet Campbell (Pen) was in the lead for six laps until Davis made his move to first. Steve Sweet (Bul) was right on Davis to claim a second with Campbell having to settle for third.

In the 250 A Main there was a newcomer. First time on this track, Tom Moore (Yam) rode a fantastic race to come in for the win. ●

Pro series starts with lots of bangs

By Jan Newman

WASHOUGAL, WASH., JUNE 23

This was the first race of the three race Invitational Series which winds up with the top five in each class being sponsored to a team race in California. Looked like a lot of guys are eager to get out of town.

The 125 Pros started the bashing and crashing in their first race. Mark Gregson (Hon) got to the front of a wild scratch with Chuck Sun (Suz) and Mitch Simmons (Hon) at the head of the hungry pack behind him. Simmons moved up to take the lead before Gregson went down in a dusty berm going into an S corner just before the straightaway. Sun, right behind him, piled into the Honda and was thrown off on his head. (Chuck added proof to the theory that there's nothing in a MXer's head to hurt when he shook out the cobwebs and returned to win the 250 class.) Simmons held an unchallenged lead now with David Thornton, Kevin Jansen, Nick Rhine, Ric Burkinshaw and Mark Beaudry in a Honda parade behind him. Jansen crashed and at the flag Beaudry moved into second just ahead of Thornton, Rhine and Burkinshaw.

The second and third motos were

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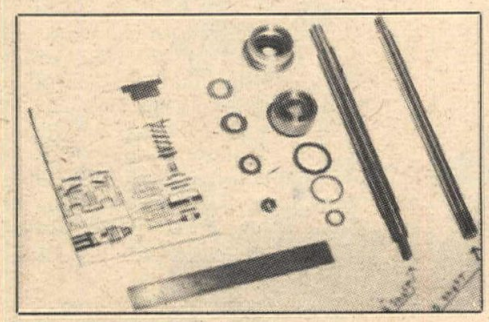

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strictly a battle between Gregson and Kirk Williams (Hon). Each took a win but neither wound up in the money. Kirk had also DNF'd the first race with brake trouble.

The first 250 Pro moto was restarted when they grabbed for the first corner with such greed that half of them piled up. Bill Cook (Mai) held the lead wire to wire when they got going. Chuck Sun (Bul) held off Mitch Simmons (Hus) in second for half the race before yielding and finding himself in the company of Mark Gregson again. Gregson crashed again — this time alone on the uphill stretch. Matt James (Mai) moved to fourth and Bob Rush (Bul) moved up from a lousy 17th scratch to nab fifth. The second moto was headed all the way by Chuck Sun with Cook holding second. Simmons was running third when he seized. The final race also went to Sun while Cook made frequent stops to try to adjust some brake problems. Rush finished second in this one. Matt James and Rocky Hardland (Mai) rode to second and fifth overall but were knocked out of the money when disqualified for running the final race sans silencers.

The final 100 Intermediate race was led by Jerry Pillar (Yam) until he went end-over-teakettle in a wild first lap crash. He was still in the course receiving first aid for a broken collarbone and wrist when OT Ray Wakefield (Rok) went down trying to shut it off to avoid the guy in front of him, the flag man and a spectator at the edge of the track. He wound up with a shoulder injury. ●

Fremont scrambles

By W. H. Spencer

FREMONT, CAL., JUNE 15

Graduation weekend left a shortage of riders and spectators at most tracks. The most shocking event of the night came in the 250 Expert when Pat Brown didn't win and didn't even finish the Main.

Having graduated from high school on Thursday night, Pat was taking it easy while still wishing to do some racing for the summer. In the Main, Pat got a poor start and in attempting to work through the pack, got in a tangle with another rider and wound up out of the race with a bent shifter.

Steve Carrillo got himself a 250 Yamaha from the Champion Race frame works and is now attacking the realm of Phil Howard's 250 Novice class. Carrillo won the Main over Lynn George and Al Ciacco while Howard fell in the heat. ●

Results in the Results Section.

Phil Anderson (Tri) is still Fremont Black Plate points leader — but it's getting tight.

W. H. SPENCER

Fremont Cushion

By W.H. Spencer

FREMONT, CAL., JUNE 19

A cushion surface greeted Wednesday night sportsman short trackers, and with both turns about 2 inches deep, the Heat races were absolute dynamite. Even the mini kids, not being used to the surface. (At least most of them weren't.) Those that were rode just like the big guy Experts, thrilling Mom and Dad to no end.

In the 360 Experts, Steve Eklund led the first four laps with a style that made just about everyone think that they were watching the National at Louisville. On the fifth go 'round Eklund slipped back to fourth while Mark Smith (Hon) slid up to second behind a very consistent Bob Scally (Bul). Scally held the lead for four laps while Smith also enjoyed the outside cushion that had the entire audience on their feet.

On laps six, seven and eight, Smith's exit of Turn Four looked more like a Dave Aldana riding style as the 19 year old Western Region point leader would hit the outside wall and continue right on down the front straight as if it was a typical operation. With berserk style like that Smith had it from that point and Scally was happy to hang on for second as Chuck Miller was moving up to challenge.

Three kids that have their act all shaped up are Mike Randal, Bob Cunnington and Ken McRae. They have made the 80cc Novice affair a one-sided operation for the last two weeks finishing in that order. ●

Results in the Results Section.

. . . while Larry Nibler finds a decidedly unorthodox line.

JAN NEWMAN

NorCal Speedway

By Sneaky Pete

SACRAMENTO, CAL., JUNE 28

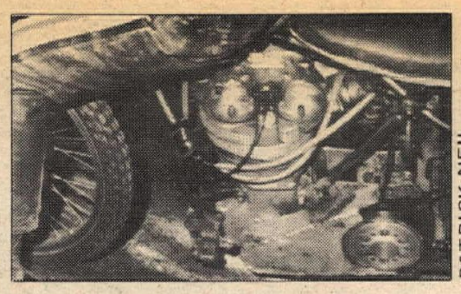
For the second time in eight weeks, the top four riders in S.R.A. (North) point standings lined up for tonight's Scratch Main. The win this evening went to Mike Rooney (fourth in points) with John Cunningham, (first) Rich MacMurray, (third) and Alan Christian (second) following. Mike now has five Scratch Main wins in seven starts.

Russ Powell joined the list (now three) of Handicap Main winners who have won this event twice. For the first time this year, no one was on the zero or ten yard line for this one and Russ took full advantage of his close (?) twenty yard spot to win ahead of a fast closing Barclay Trehal and Larry Mulock. Due to an injury that goes back many years, Larry Mulock rides with a left hand throttle and for this reason, no one ever asks to ride Mulock's machine.

Ron Long won his first Division Two Main of the season ahead of Marty Benck and girl racer Debbie Jackline.

With fifty dollars going to the winner of the 'Dash for Dollars' match race, Mike Rooney took the nod over Rich MacMurray. At better than four dollars a second for the two lapper, the payoff far exceeds Mike's wages as an apprentice carpenter.

After earning a transfer spot in his Scratch Heat, Butch Corder collapsed from heat prostration soon after returning to the pits. When he was unable to come to the line for his Scratch Semi, wouldn't it be only proper to fill the vacant spot with the third place rider from the Heat race?



PATRICK NEIL

You don't see many AJS speedway thumpers. This one is Steve Moore's.

NAPA, CAL., JUNE 29

After three weeks of various Scratch Main problems, Alan Christian won his first 'big one'. In what has to be his best weekend to date, Barclay Trehal was second. (Trehal had three Main Event rides in two nights and ran second in each one.)

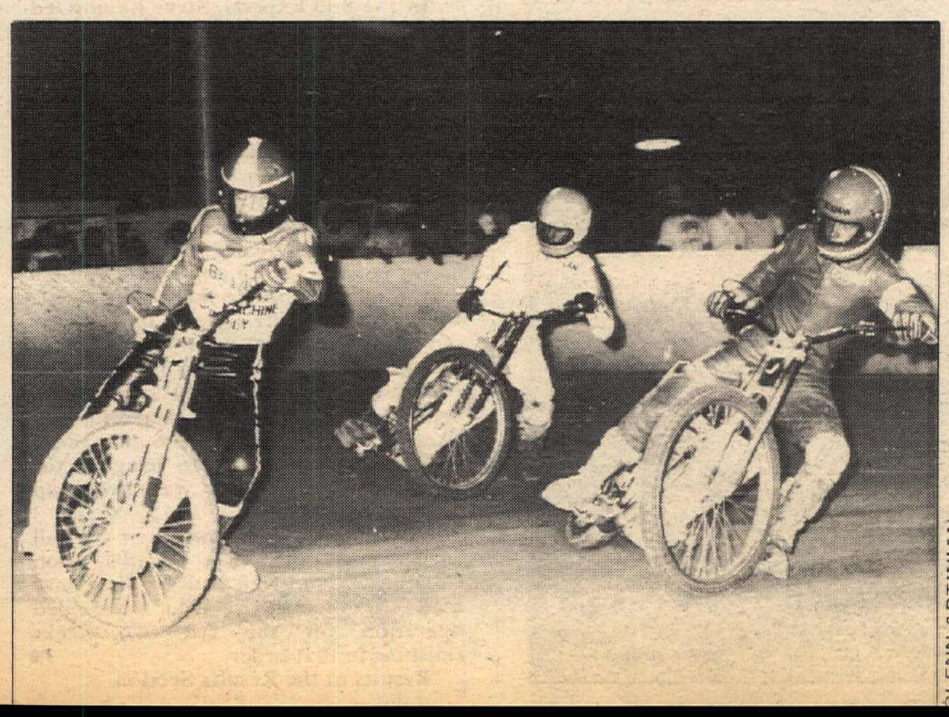
Jerry Bowers has moved up to Division One at Napa and in only his second week in this division, won the Handicap Main. From the forty yard line, Barclay Trehal worked his way up to second, followed by Cliff Ball and Rich MacMurray. Alan Christian went down on Lap Two and in trying to get Alan's machine off the track, a cornerman pushed the bike into George Carter's path. Running second when this occured, George was very quickly 'dropped' to fifth place. The cornerman said, "I'm sorry" and George said "bleep bleep." ●

Results in the Results Section.

PATRICK NEIL

Things get all blurry as Div. Two rider Dennis Robinson tries new cornering style.

Three of NorCal's fastest: (l. to r.) John Cunningham, Alan Christian, Norm Denny.



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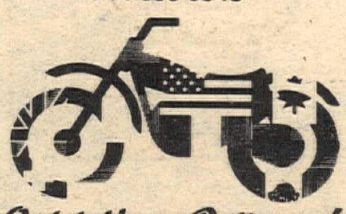

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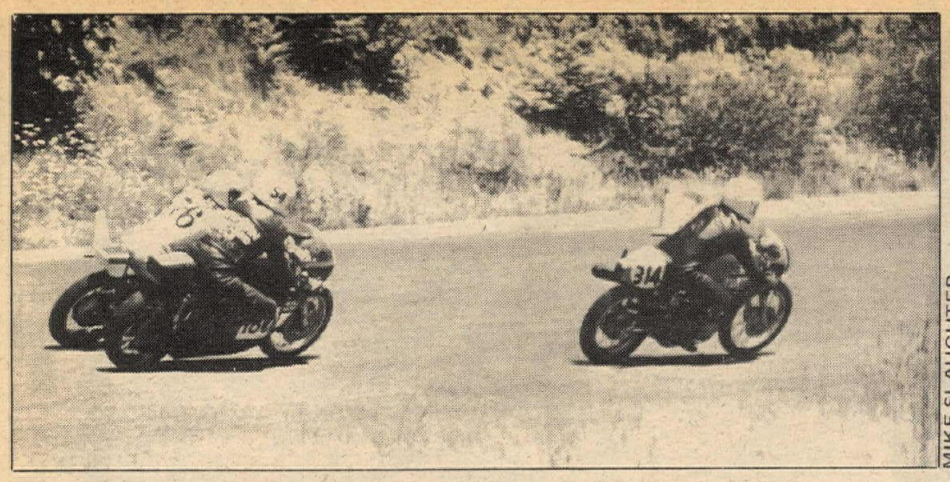


MIKE SLAUGHTER

Heavy (?) Open GP traffic at Seattle – Mike Casling, Greg McRae, Ken Botham, early in the race.

DALE BROWN

John Smith (Hon-312) and Dave Doss battled it out for Overall Expert at Carlsbad's benefit MX.

Northwest road rashers clash, Lind scores triple

By Mike Slaughter

SEATTLE, WASH., JUNE 30

Not content with his double victory last month, Bruce Lind scored three victories in today's race. In the GP classes Bruce took honors in both the 125 and 250 classes. His victory in the 350 Production was the hardest fought battle of the day as in each of the two heats Kawasaki-mounted Rick Curiston battled from the bump start to challenge. Rick was often within inches at the last turn but in accelerating out his bike's slower speed was evident. Rick's second in 350 was added to his first in 500 Production.

To win the 250 GP Lind had to battle and slipstream down to the last turn of the last lap with Don Muir. Don's efforts fell inches short at the flag and he settled for second while Mike Whittlesey, winner of the first heat, but a troubled sixth in the second, filled the third spot.

In Open Production George Roubicek, aboard his super quick Honda, won both his heats easily while four stroke freaks were given an additional treat as the first two places in the Cafe class were the beautifully modified Norton of Mike Casling and one of the rare Ducati Super Sports ridden by Bob Budschat. Mike and his Norton also figured in the Open GP, as he took second behind Greg McRae's Yammie water pumper. ●

Results in the Results Section.

Knee-high specials sail at Sad

By Tom Corley

ORANGE, CAL., JULY 7

The class that is really starting to get it on in the S.A.M. program at Sad Park is the Mini-'Crossers race. This Saturday afternoon Bryan Myerscough came to snuff the competition on his super Honda XR-75. This only seemed natural considering that he won the NMA Nationals held here last summer. Bryan blew the first moto and placed back in third while Mark Shader captured the win.

For the most part of the day Myerscough's major threat for the Overall was Brad Roberts. These two were dicing together just for fun 'cause Brad was actually entered in the 100 Juniors where he soloed the class. Roberts would explode to the front of the pack but would eventually get zapped by the rapid Honda. It went on like that straight to the third moto. ●

Results in Results Section.

High School MX? Carlsbad's fast shoe benefit

By Dale Brown

CARLSBAD, CAL., JULY 4

Billed as a High School Motocross, it was really a "motocross limited to high school age riders." In any event, it was held to help the Carlsbad Raceway Team go to the Houston Mini Grand Prix. And the members of the team were the stars of the show, especially the Experts.

John Smith (Hon), a CMC Intermediate, and Dave Doss (Hus) were going at it tooth-and-nail for the combined Expert win.

Doss, riding a 250 Husky, took the early lead, followed by Smith on a 125. Riding hard, Smith tried every trick in the book to get past. He went inside, he rocketed off berms. When the white flag came out, Doss was still in the lead. Going up the big hill, Smith out-dragged the 250 and edged into first and held it. Round one to Smith.

The second moto was a little less climatic, with Smith taking the lead after a couple of laps. He left Doss to battle an inspired Terry Turner, on another 125 Elsinore. Turner got past Doss but there was no way he could catch Smith: round two to Smith.

During the third moto, Smith seemed to be easing back, taking fourth at the start and leisurely working his way up. His task was made easier when Turner lost his chain. Doss stayed out in front this time, but it was too late. Smith had the best two out of three.

As the afternoon wore on, the track started getting slick and dusty. Despite the sprinkler system, it was not watered once racing got underway and there were a few slide-outs. But the only thing hurt was a little pride and a few positions. ●

"California dreaming . . ."

DALE BROWN

Knievel, AMA to stage world's richest motocross

WESTERVILLE, OHIO

The world's greatest showman and the world's largest race sanctioning body have joined forces to present the world's richest motocross.

Knievel will host a week-long Labor Day celebration at Twin Falls, beginning on Labor Day, September 2, and concluding Sunday, September 8, with his long-awaited Sky Cycle jump of the half-mile wide Snake River Canyon.

Sanctions have been granted by the AMA for both amateur and professional motocross races during the week, with total prize money to exceed $125,000. The highlight will be Friday, September 6, when top AMA-licensed pros and FIM-licensed international stars will battle for a purse of $100,000 in the richest motocross race ever run!

Riders interested in the Snake River Spectacular should write for entries to Evel Knievel Motocross, American Motorcycle Association, P.O. Box 141, Westerville, Ohio 43081. Entry for all classes including amateur and mini-bike will be by mail, with entries to be received by the AMA on or before August 19, 1974.

Monday (9/2/74)
Mini-bike and beginners' races

Tuesday
Amateur practice and qualifying

Wednesday
Amateur finals for $25,000 in prizes and awards

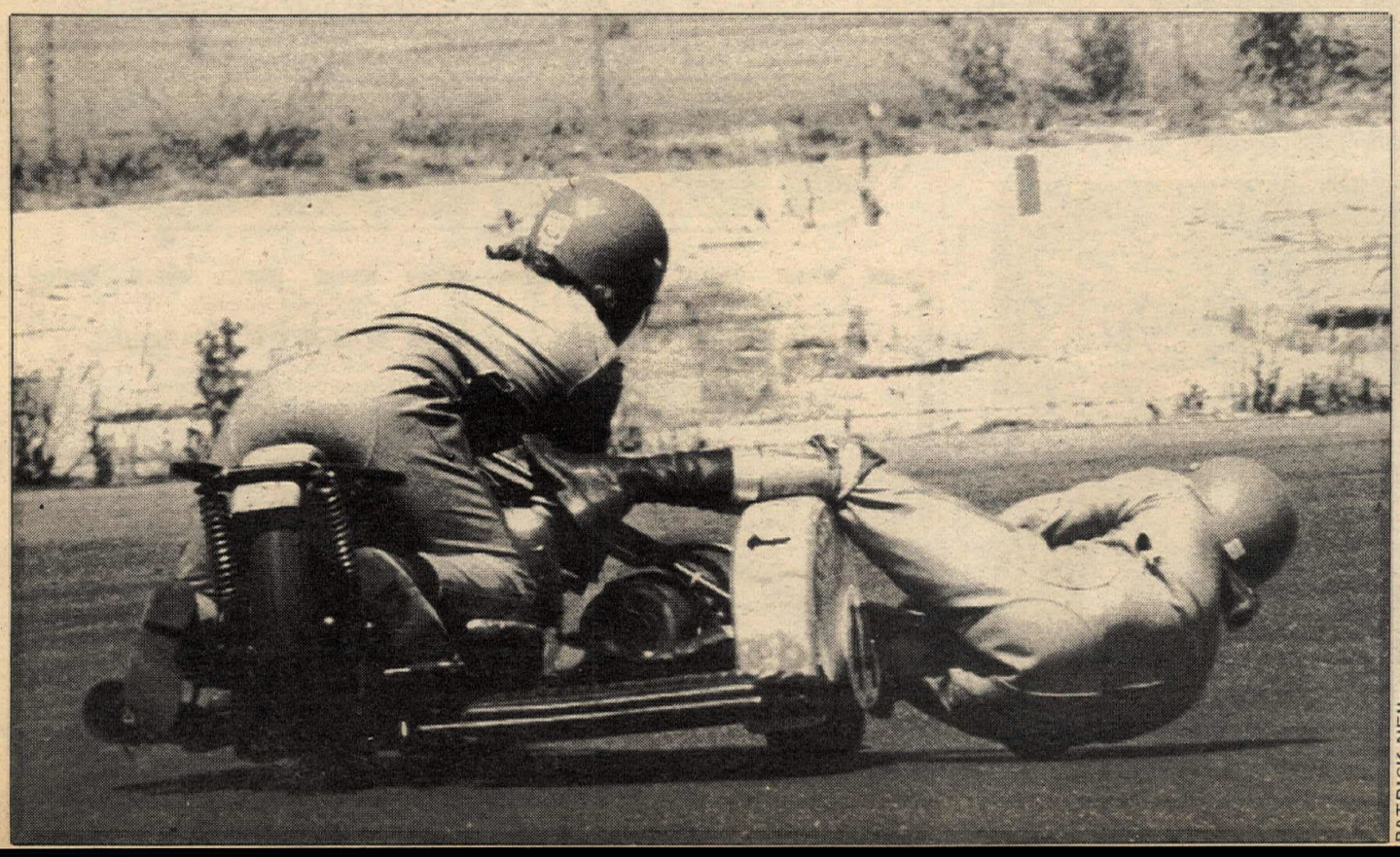
Thursday
Practice and qualifying for AMA professional and international riders

Friday
Finals of Snake River Spectacular International Motocross with $100 000 in cash prize money

Saturday
Countdown begins for Sunday's canyon jump

Sunday (9/8/74)
International invitational motocross and the Evel Knievel Snake River Canyon Jump televised on closed circuit television through the United States and live via satellite around the world. ●

T-t-that's all, folks!



PATRICK NEIL

Lobbying at its finest pays off in Green Stickie battle

By Charles Clayton

Credit Russ Sanford, Motorcycle Owners, Riders and Enthusiasts' lobbyist in the California state capitol, with another clean score in the political game. Right up to the finish it looked like M.O.R.E. was going to lose and the police lobby was going to win the off-road registration argument. It started last year, when the state Parks and Recreation Department complained that not enough ORV owners who ride on public land were registering their vehicles to pay for the state's planned recreational land program.

The state police claimed that they could not easily enforce the ORV registration law unless they could ticket un-registered ORVs while they were being transported on the highways. While in the trailer or van, however, the police had no proof that the vehicles were ever ridden on public land, and thus subject to registration. An ORV operator had to actually be caught on public land without a Green Stickie or a license plate, and not participating in an organized event, in order to be cited for a violation of the ORV registration law.

"Make every recreational vehicle register and we will inspect them on the freeways and enforce the law," said the lobbyist for the California Highway Patrol.

Okay, said the Parks Department, we'll invent a new kind of ORV registration, the Orange Stickie, and require all the presently exempted vehicles to buy that.

"Why not go all the way, then," put in Sanford, "and require the Green Stickie on all the ORVs?" (That way the fees would end up doing some ORV owners some good. The Orange Stickie was to have been an out-and-out tax.) The legislator who authored the bill for the police and park people agreed to the compromises; his bill passed without much opposition and word went out that, starting July 1, 1974, all recreational and racing vehicles in the state, without exception, would have to be registered under the ORV-Green Stickie program to be transported on state highways.

Then the race car owners began to holler, then the road test publications asked, "what about us?" Obviously, the compromise was unjust. Why should citizens who derive no benefit from ORV parks and trails have to help pay for them?

The M.O.R.E. lobbyist was called in to help the hard-pressed legislature draw up a new bill to alleviate some of the hardship the no-exception law was causing. This new bill, AB3839, provided for "certificates of registration" that would apply to any specialized racing vehicle, and the Green Stickie would not have to be displayed. AB3839 was rushed through the legislature in the last days of the 1974 session.

While AB3839 was traveling through the various committees, unopposed by the police lobbyist, Sanford was hard at work behind the scenes convincing legislators that the whole thing was unfair and that the Green Stickie law should be put back the way it was, regardless of the difficulty of enforcement. At the same time, legislators were hearing from more outraged constituents who suddenly realized that they were in for police harassment and double-taxation if something wasn't done before July First.

Finally, with one week left, the bill's author, Assemblyman Eugene Chappie, decided to amend AB3839 to, in effect, rescind the 1973 law and restore the original exemptions from ORV registration. A flood of last-minute calls and wires to the state senators assured its passage and Governor Reagan signed AB3839 into law on the last day of the session, just two days before the law it replaced became effective. ●

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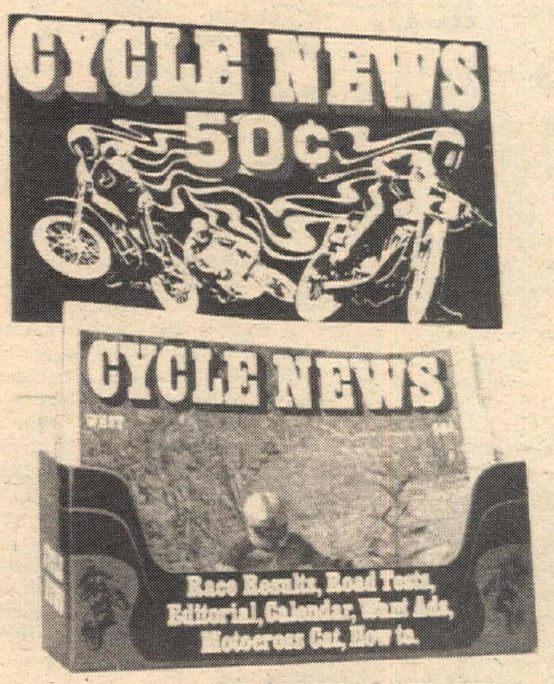

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SPEEDWAY WEEK

By Dennis Greene

Ventura, California
July 2, 1974

Apparently all the bumps and crashes were worked out last week and everyone settled down to safe racing.

A new safety curtain has been put up in front of the cement crash wall at Ventura where several riders have come out on the short end recently.

Bill Cody, along with the Bast Win Machine and Ed Williams, made up the Scratch Main event. The four lap Main was won handily by Cody.

The six-man, five-lap Handicap Main event featured Mike Curoso working his way into second place behind front runner Mark Cherry, who held off the challenger for the win.

Bakersfield, California
June 3, 1974

Bakersfield last week held the first championship style event of the '74 season, The Firecracker Derby.

All championship events are full scratch programs. Each rider races five times, with a total of only 16 riders competing. Wins are worth three points, second is worth two, third is worth one and the last man in gets no points. At the end of 20 events all riders have raced every other rider at least once. If someone should win every event, he would end up with total for the night of 15 points.

At the end of 19 events there were only three riders who had more than ten points. As it worked out, the three top scorers were to meet in the last event of the night.

Mike Bast and Mike Konle each had ten points, while Dubb Ferrell ended up with 11 going into the last race.

The last event also saw Guy Waterson enter as a reserve for Mike Curoso after Curoso's machine quit on him. Waterson had only two points going into the race.

Fans were all on their feet as Mike Bast pushed the starting tapes to their breaking point. He was motioned back repeatedly by the starter. As the tension grew, Mike Konle backed out of the starter's box and rode in a small circle to allow his clutch to cool down. When he came back to the box, Bast again was laying on the tapes. Mike Konle put his bike in neutral to back out again, but this time the gates went up and the race was on. Konle had his hand in the air and was looking for a re-start but it never came. The crowd was yelling for a restart as Konle, mad as hell, went into the infield. Bast psychology works again.

Dubb Ferrell was the first rider past the starting line, staying close to the pole to miss the motorcycle that Konle had left behind. Mike Bast was trying hard to make up ground, but his own clutch was hot and slipping by this time.

Dubb was hard put to hold off the U.S. champ but played it cool for three more laps and grabbed his first ever title win. His name will be added to the huge trophy that symbolizes the Firecracker Derby. The only other name on the trophy is that of Mike Bast, the 1973 winner.

Irwindale, California
July 4, 1974

Irwindale is known for its spectacular shows, but they outdid themselves this past Fourth with over $3,000 worth of fireworks going off at intermission.

There were several dummies that brought their own fireworks and found it great sport to throw them on the race track, keeping the infield people hopping to get the junk off the track before the riders got to it.

Jeff Sexton flew in from the east coast, after missing the first two nights of racing, and he was ready for the action at Irwindale. He came back as strong as he looked at the start of the season for the win in the Handicap Main before one of the biggest crowds of the year at Irwindale. Sexton came right back from the trophy presentation to take the win in the following race, the Scratch consolation.

The Scratch Main event saw the Bast Win Machine working at full speed with Steve Bast holding off Mike for the victory. Bill Cody took third well out in front of trailing Steve Nutter.

Costa Mesa, California
July 5, 1974

Mike Curoso is the new King of the Hill in two-lap feature match racing. Curoso put Mike Bast away before the large crowd with a wire-to-wire win.

It was not Mike's night at all. For the *first* time this season Mike did not earn a ride in the Scratch Main event. He missed his chance to transfer when Dan Becker nearly set his front wheel down on Mike's head in one of those giant wheel stands he is so well known for. Mike had to duck under the front wheel and did not get a chance to set up for the next turn as Becker set it down and powered to the outside.

Becker's antics got him a ride in the Scratch Main but his style was no match for "Mr. Cool," Steve Bast, who kept both wheels on the track for the win. Becker got second, Curoso gave him landing room and wrapup went to Bill Cody.

Sonny Nutter took the Handicap Main win for his first one of the season in the six-man dash. Nutter powered past a lesser field from the 40-yard line for the crowd pleasing victory.

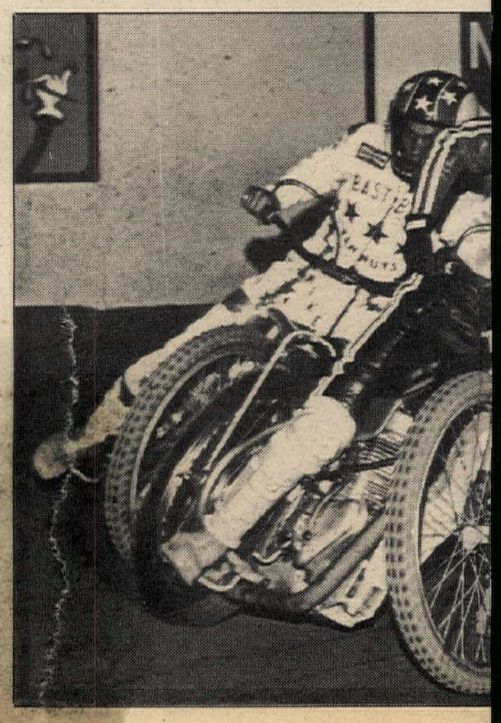
Indian Dunes, California
July 6, 1974

Bobby Ross was the top Division Two rider of the week. Not only did Ross take the Scratch Main at Indian Dunes, but earlier in the week at OCIR on Wednesday night he won the feature match race. (Incidentally, Jack's Surfboards, some super speedway fans, put up the money for the special race.) Ross also won the Handicap Main and was second behind Phil Moon in the scratch race.

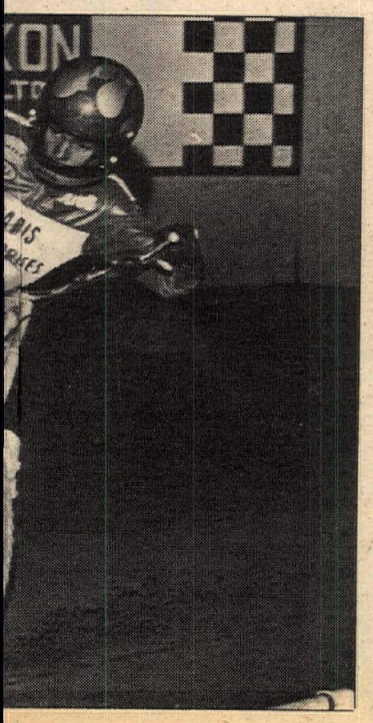
Indian Dunes is drawing fans to speedway from every facet of motorcycling. In the stands it is common to see a motocross rider in full racing gear or a mini-bike team member. Right alongside, there could be a dune cycle crowd. This all adds to the variety and that is the best way to describe the SRA speedway show at Indian Dunes on Saturday nights. Outstanding racing, a good track and just plain fun. ●

Results in Results Section.

Dubb Ferrell got just what he always wanted.



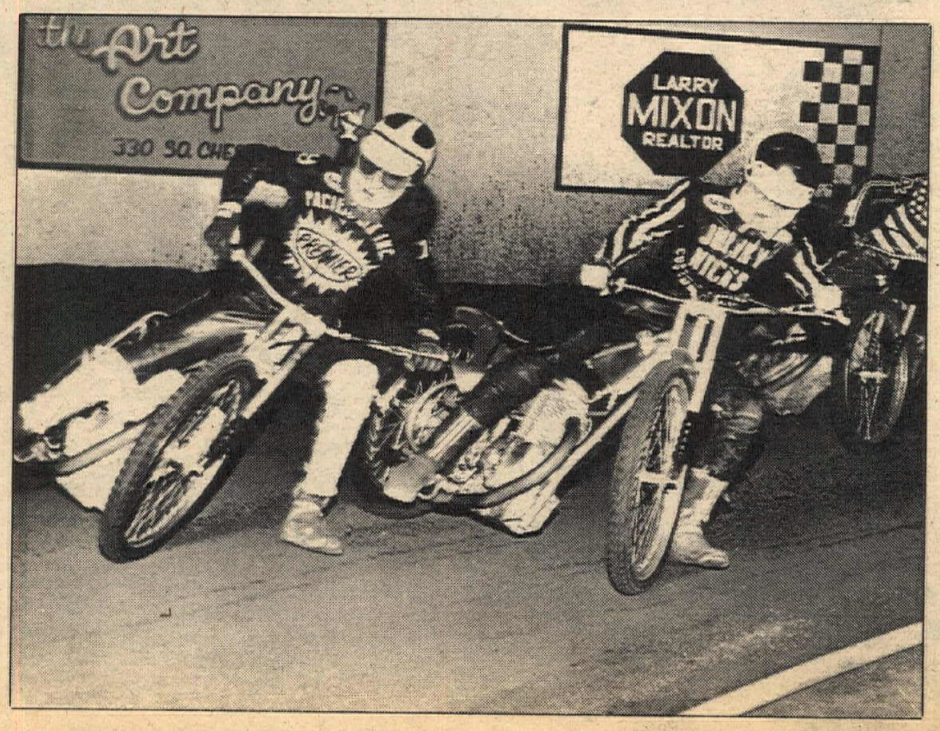
PHOTOS BY DENNIS GREENE



Above: Danny Becker gets more traction than he strictly needs from the Irwindale track surface.

Right: The Nutters get their Jawas sideways for the Bakersfield faithful.

Left: Ferrell heads Bast. We know the Bast Bros well but what does Paris enterprise?



Today ve going to get a little tired

Five fast, sweaty days with Rolf Tibblin

By Larry Barnes

In the span of only eight years motocross in the United States has gone from a novelty sport to the highly developed art it is today.

No one can any longer "run what you brung" with success, or hope to win the first time out. Today you must have a carefully prepared machine; you must be prepared physically; and you must know and use the proper riding techniques. All three are important and any two without the other will prevent you from achieving much success on the national or international motocross scene. You might win local events galore, but you'll never make the "big time" without practicing the art of motocross.

Just as other sports, motocross has its current heroes, its brief success stories and past masters who now spend their time teaching young riders what they've learned over the years.

These masters are scarce in the United States. One is a five-day training center sponsored by Husqvarna. The grand master or, if you will, "maestro" of Husqvarna's school is three-time World Champion Rolf Tibblin.

Rolf Tibblin won his first European Championship (which is the same as World Championship) in 1959 after seven hard years of dedication. Not a brief success story, Tibblin worked hard at his art and stayed in the top three for the next eight years, except for 1961 when he "dropped" to fifth. Included were back to back World Titles in 1962 and 1963 followed by two close seconds in 1964 and 1965. Rolf retired from World Motocross competition after another second place finish in 1967.

But after tiring of the hotel business in Sweden, Rolf came over to the United States and proved his cross-country ability by winning such major events as the Mexican 1000 and Mint 400. Today at 35 Rolf Tibblin is still in great physical shape and an active rider. He is working hard to get his Carlsbad, California training center and motocross track into full swing and has set his goals at nothing short of training an American rider to become the first stateside World Champion.

Husqvarna evidently does not believe that the whole country revolves around California, because they asked Rolf to take his school around the country and offer it to young riders on their own ground.

Tibblin offered his training to Texas riders at Rio Bravo Motocross Park near Houston for $175 each. This rider/writer enrolled in the school primarily to find out whether this $175 figure would be a worthwhile investment for an aspiring racer. The price included room and board at the Holiday Inn, where I first met Rolf Tibblin.

He was easy to spot in the lobby, looking like a well muscled prize fighter with Scandinavian blue eyes and blonde hair.

PHOTOS BY LARRY BARNES

When Rolf sweats, you sweat . . . a lot.

At seven a.m. Monday the school began with breakfast where eggs were ruled out and the students came face to face with their instructor "Coach" Rolf Tibblin. His mile-wide smile and flashing eyes immediately put each one at ease and we soon moved outside for our first session of physical conditioning.

"I believe you must be strong physically before you can think about being fast on your motorcycle," he began. And then we began to sweat through about 45 various knee bends, ten regular push ups, push ups on finger tips, 20 toe raises, 20 alternate runs (running in the push up position), 20 back stretches, bicycling, 50 floor to sky reaches and the worst, scissoring leg raises . . . first flat on your back then on each side . . . for 30 seconds and rest for ten. Then he told us how to rest (thanks, we needed that). Lie on your back with knees raised and rotate your arms over your head when breathing in and back down to your sides when exhaling (sort of self-resuscitation).

"O.K. guys!" he said for the first of many times and we all got up for isometrics. One that really puts the legs in shape is sitting against a wall with your legs at a 90 degree angle . . . without a chair! Rolf "sat" there and timed us for three sets of 30 seconds each, not wincing once, while we stumbled around during the ten second breaks.

But at no time during this or any of our work outs was any man "tortured" as per another magazine's article about the school. Rolf always cautioned against "straining your body so much you get physically *and* mentally tired." We were to do as many of the exercises as we could do correctly. It was no good to do them wrong. Rolf does not try to make "motocross muscles in five days" at all. He shows you a conditioning program that when used for eight months to a year will give you an advantage over your competition in endurance.

Indeed, the whole program is not so much to give you instant results on the local track (it might), but show you the way to build your body, to build your riding skill in the long run – a year, two years or five years from now.

Anyway, back to the Holiday Inn for a hearty buffet lunch. These little gatherings at meal time were real highlights of the week. Here Rolf would discuss the morning's workout, give a preview of the afternoon riding session, and talk of his years on the championship trail. His heavy Swedish accent is downright invaluable for maintaining an audience. Everyone listened to every sentence and got the meaning of every word.

Out to Rio Bravo where Coach Tibblin gave each bike a thorough going-over to see that it was set up properly. Common faults of bike preparation include:

1. Bars too wide.
2. Bars too high. (They must permit leaning.)
3. Broken levers. (They're dangerous to you and others.)
4. Sloppy cables. (Might catch on another bike.)
5. Chain too tight. (1-½" slack required.)
6. Downward sloping footpegs. (Your feet slide off.)
7. Swingarm should be level when rear shocks are compressed half-way.
8. Seat is too soft. A wornout seat increases the distance you have to move from sitting to standing, meaning unnecessary work for your leg muscles. Stick a couple *Cycle News* issues under your seat cover to firm it up. (Nothing else is considered trick.)

Once Coach Tibblin was satisfied with our bikes, we warmed up with a few laps around the bermy track, while he made mental notes about the riding style of the "Dirty Dozen" and me.

Today we would only learn how to stop correctly, one of the main principles in the art of motocross. Each rider was to ride "so fast you can" toward a designated point and come to a halt just at the line. Coach Tibblin taught us to use both brakes, engine compression and to put body weight up over the tank to stop quicker. No two finger braking was allowed because the amount of pull on the lever needed can change during a long moto.

After he was satisfied we all had the proper technique, Rolf added the dimension of competition. Everybody lined up and took off at Rolf's signal. The man to stop closest to the line first was the winner. The improvement in this principle was obvious as every man was coming faster and faster to the line and stopping on a dime.

Leaving the bikes at Rio Bravo, we returned to the Holiday Inn for a light dinner. According to Tibblin, your body does not rest easy on a full stomach. It wouldn't have made any difference that night because everyone was dead to the world long before the 10 p.m. curfew.

"Good morning, it's seven o'clock," said the voice on the phone. "Huh? What? Oh yeah. I'm at Rolf Tibblin's MX school. Didn't do too bad yesterday. Kept up with everybody else doing calisthentics. I'll just hop up and . . . *shriek!*" Every muscle in my body cried out in agony. I thought I was in pretty good shape, but that rumor was quickly dispelled crawling out of bed that second morning.

Rolf pays close attention to student progress, here he works with Jackie O'Leary.

Later he watches over the barrel races.

Somehow we managed to stumble out of our rooms by 7:30, but no coffee and breakfast yet.

"First ve going to run a little to get an appetite."

"Yeah Rolf, but I'm hungry enough already." No use. We "yogged" until the pain in our legs and the wind in our lungs went away . . . then we had breakfast.

Next stop was a YMCA gym where we repeated yesterday's workout plus a few more of everything. Rolf does every exercise right along with you and hollers "eeeeaaahhhh" every once in a while. Probably an old Swedish mating call or something. Nobody else counts or talks. You are to concentrate on the exercise and get to know your muscles. Mine kept screaming back all day.

After lunch we headed out to Rio Bravo to learn the principles of cornering. It had rained during the night and Rolf said, "It's very slippery so ve going to crash a little bit."

Using some trash barrels, he set up a very tight course consisting of left and right 90-degree turns. According to Tibblin, the best way to corner is to come into a corner hard, slow down like we learned yesterday, turn quickly but carefully, aim your bike straight ahead and get out "so fast you can."

The course was very tight and slippery but Rolf claims that riding in the mud is the same as on dry ground. You just have to be even more relaxed. After an hour of practice on this little course I even amazed myself at how fast I could enter a corner, clamp on both brakes (not letting either wheel slide) square it off and zap out. I'm sure everyone else made progress too.

Wednesday morning began much like the day before. Up at seven a.m. for some extended jogging under threatening skies. Then breakfast where Coach Tibblin announced, "Today ve going to get a little bit tired." Funny how Rolf likes to speak in understatements. Back to the YMCA gym where we warmed up with Tibblin-style basketball. The rules consisted of anything goes, including getting slammed playfully into the wall by a muscle-bound Swede. When the sweat was flowing freely, we began our toughest workout. Everything was a little longer and a little harder. The sound of knees cracking and popping echoed around the gym.

Unfortunately, the sound of rain hammering on the gym roof began and would wash out our chances of any riding today. So after lunch we reconvened at a local Dairy Queen.

The DQ session turned out to be one of the most informative sessions all week. Here Rolf gave us verbal instruction on whoopdies, starts and jumps – things we would concentrate on tomorrow.

He also gave us invaluable tips about conditioning and race day preparation.

"The sleep you get Saturday night doesn't mean so much on race day. It's the sleep you've given your body over the last several months that counts," he said.

"I don't take no pills . . . and you shouldn't either unless your doctor runs tests and prescribes you vitamins or salt.

"On race day, get to the track early so you don't have to hurry and get nervous. It is very important to walk the track before you practice, because if you practice first you might break your bike and have to spend all your time fixing it. Study the track thoroughly before practice, after practice and before your moto because it will change.

"The best thing to drink between motos is something very cold – but only very small sips every two minutes. I use a mixture of lemon, brown sugar and water."

"You mean lemonade?" someone asked.

"No, lemon, brown sugar and water. Try powdered milk and brown sugar mixed into a paste sometime. It doesn't taste very good, but it's great for energy.'

Tomorrow would be a full day of riding at Rio Bravo. The class voted to get an earlier start at 6:30. Now that's what I call desire!

First thing Thursday morning Coach Tibblin taught us how to start his way:

1. Line your bike up aimed straight at the first turn. Keep the rear wheel out of any rut for you're more apt to wheelie.
2. Hold your bike straight up, get your weight forward and keep your brake foot on the peg. "I like to keep my brake foot up so I can stop if somebody crashes in front of me."
3. Mark your "trottle" with a line that shows where it's on the pipe because on the line you can't hear your engine.
4. When the one-minute sign is turned sideways turn it on and hold it. Don't turn it on and off because you might get caught with it off.
5. Don't wheelie. Wheelies are very bad and must be prevented by slipping your clutch. Every foot you lose at the starting gate is 10-15 feet at the first corner.

When Tibblin was satisfied that we knew the principle of starting, we began a series of three lap "motos" around Tuesday's short cornering course. Good starts and squared corners using the front brake became SOP for the Dirty Dozen plus one.

After that we moved to the "jump school.' Rolf is a qualified instructor because he used to jump cars with Helldrivers of Sweden. One driver chided him for always clearing the cars by so much. So Rolf eased up a bit and landed right on his hood!

Anyway, there are two methods of taking jumps, according to Tibblin. The first is the common rear wheel landing.

1. During your approach, line up the motorcycle straight at the jump.
2. Exhale just as you hit the jump and relax with a feeling of weightlessness. "Karsmakers flies too high because he doesn't do that."
3. Give the "trottle" a blip just as you're going off for a little push forward.
4. Straighten your legs and clamp them against the bike. Keep your elbows in.
5. Lean over the tank.
6. A long, smooth, flat jump is much better than a high long one.
7. On landing, your toes, knees, wrists and suspension combine to absorb the impact.

Rolf says "Jumping a motorcycle is the same thing as ski jumping. I've been jumping for years just for fun. It's so nice!"

The second type of jumping was a little more difficult to grasp, although every rider does it by accident: front wheel landing. A front wheel landing should be used when a turn must be made at the bottom of the jump, on all downhill jumps and whenever immediate control or braking is required. The only difference in procedure is omitting the blip of the throttle at take off and leaning a little farther over the tank.

We must have taken that jump 20 times each until Rolf finally gave his smiling approval and favorite expression – "Super!"

For our final instruction we moved over to Rio Bravo's infamous whoop-dee-doo section. Tibblin's method here is so effective, it's a wonder none of the class had heard it before. The whole thing amounts to keeping your weight back, the power on and dragging your rear brake.

"The rear brake is your trottle," he said. This one simple trick keeps the rear wheel on the ground and makes any rough section miraculously easier.

And that was the end of the school for the Dirty Dozen and the kid who tagged along with a camera. No school would be complete without a graduation ceremony, so we adjourned to a nearby steak house for a Thanksgiving-like feast, all paid for by Coach Tibblin. Just a few minutes before his plane was scheduled to leave, Rolf passed out certificates of achievement bearing the seal of the Husqvarna International Training Center and more important, Rolf Tibblin's signature.

"Thanks Coach."

In drawing conclusions about the Tibblin school, I thought it more important to the reader to hear the comments of the guys who paid the $175, who took the course to learn something, guys like you. In answer to my questionnaire, here's how they responded.

1. Why did you enroll in the school?
   "To learn from a man who is the best in his field. A man who had to work for everything he has got. He is the first person that I could ask a question and always have an answer." (Jack O'Leary)
2. How long have you been racing?
   Ranged from six months to nine years.
3. Did you "work out" regularly before?
   Four "yes," eight "no."
4. Will you now?
   Twelve "yes."
5. What did you learn about riding?
   "To relax and many small tricks that took Rolf many years to learn." (David Beavers) "How to build up my body for motocross. How to go across a jump, how to be at the corner first. How to go around corners, how to go across whoopdies. How using my brakes makes me faster." (Doug Burdine))
6. Do you like Rolf Tibblin's way of teaching?
   "The best." (Ray) "Yes . . . he gives me a feeling of confidence." (Jack O'Leary)
7. Are you glad you enrolled? Would you tell other riders to enroll?
   "I am very glad I enrolled. Everybody who wants to ride motocross is crazy not to." (Scotty Green)
8. Do you feel it was worth $175?
   Ten "yes," one "for sure," and one "he ought to charge $200."

So that's it. The only thing I can add is getting to know Mr. Rolf Tibblin is a real pleasure. His generosity and patience with his students is fantastic. And he's probably one of the few World Champs who will offer a smile and a handshake before you ask for one.

The Mammoth Mountain Madness called Motocross

The lady behind the faceplate is Janene Turton (Bul) who almost beat the boys in the 125 Junior.

Tracy Oswell (Hus) got past John DeSoto (Yam) to win the 250 Senior first moto on the mountain.

This lad had enough time on his hands, running second in the first moto, to stop for a cool one.

Cooling off a hot Expert.

By Jay Bodewalt Lampell

THOSE VIVACIOUS, MAMMOTH MOUNTAINS IN CAL., JUNE 22-23

And a hi-hi to all you who have been wondering where I've been this past year? Let's say I've been "into other things." But I was more than pleased when Cycle News asked me to cover the Annual Mountain Mammoth Motocross since it's been exactly one year since I've *seen* a real motocross.

How things have changed! Last year all I can remember is what a sissy everyone but Doug Grant was coming down that horrid whoop-dee-doo hill, Doug was wonderful on his Bultaco last year but this year he was forced to watch from the sidelines, since a bad fall on his noggin could snuff him in an instant. Well, we'll always remember Doug as being one of the greats. In fact, he did sneak a couple of laps in on Danny Waller's Bultaco, then Sunday sort of half-raced by pointing Danny toward the ever-changing fast lines with a stick.

This year the famous downhill wasn't quite as rough and everyone's suspension was three times better, so there were lots of folks gassing it but good. Not very many crashes on Sunday, either, but the ones that did happen were doozies. Good thing the Mammoth soil is soft.

Mammoth isn't so much motocross as social event. It sort of brings together the classiest of the leisure-classers. It's getting more costly to make the six-hour drive from L.A. or Sac'to, so only those who can afford it, or really want it, or don't *have* to be at the Salt Lake InterAMA (motocross) show up.

Still, probably because of over-exposure from the magazine guys last year (Who strongly hinted that dope, hooch, nookie, and nekkidness were in abundance, but so help me nothing could be further from the truth!), lots of hangers-on showed up and managed to start fights at Hot Creek, get obnoxiously drunk around the rented condominiums, and pull off their pants on occasion to be cute. Sunday a streaker did a lap almost unnoticed.

Speaking of magazine guys, they were there in abundance, to over-expose the event still again. Paul Boudreau of "Motocross Action" raced two Hondas Saturd but didn't do too well, so Sunda he walked around visiting his dozen- so girfriends. Chet Heyberger of "D Bike" didn't race but I hear George 'egner did. "Pop Cycle" had a bunch fine-looking ladies in their camp. vid Swift of "Dirt Rider" showed Sunday with a smashed-up truckful not-motocross bikes. Shows you where his head is at, the heretic.

Because of all these clever new long-travel rear suspension setups, the motorcycles go much faster than last demands good suspension, it's Mammoth. Approximately 93% traction everywhere. Whoopdies with a frequency varying from two to 30 per 100 feet. Altitude of 7000 feet gets a rider's oxygen debt built up fast.

Sad part is the riders themselves: machinery has improved tremendously while most riders haven't improved one iota. They go faster because of better machinery but not *that* much faster. They still pick the bumpiest lines, play-follow-the-leader, sit down all the time, and haven't learned how to jet a bike for altitude. And these are the Seniors.

Summer heat and rarified air took the toll of riders, both conditioned and unconditioned.

Not all of them, mind you. Tracy Oswell, a SoCal youngster who's had the Indian Dunes circuit wired with a Honda, bought a Penton "Hare Scrambler" (Is that what they really call them?) recently and no one looked finer on the course. The first 250 Senior moto saw him tail Danny LaPorte, a Penton rider from NorCal, lap after lap until Danny was worn to a frazzle. Oswell blew by him and won effortlessly.

Second and third moto saw Oswell doing an even more thorough job of waxing everyone until he unloaded towards the end of the last heat. He got up in fourth, and caught the leader. Then, with less than a half-lap to go, the Penton's petcock broke, and a $500 win

Widowmaker Inter-AMA 125cc National Class
Salt Lake City, Utah
June 30, 1974

250 INTERNATIONAL

Rider		Moto Finishers	Pts.
1. Pierre Karsmakers	Yam	1/1	150
2. Rex Staten	Hon	2/4	120
3. Zdenek Velky	CZ	4/7	100
4. Rich Eierstedt	Hon	9/3	80
5. Peter Lamppu	Mon	8/6	60
6. Mike Runyard	Suz	5/9	50
7. Rich Thorwaldson	Suz	7/8	40
8. Gaylon Mosier	Hon	3/16	30
9. Robert Plumb	Mai	11/10	20
10. Ron Pomeroy	Bul	10/11	15
11. David Pessy	Oss	12/15	10
13. Mike Hartwig	Yam	6/23	8
14. Randall Ferre	Hus	19/12	7
15. J. Barney Newman	Mon	14/18	6
16. Bill Cook	Mai	13/20	5
17. Michael Gillman	Yam	18/19	4
18. Marty Tripes	Hus	37/2	3
19. Brad Lackey	Hus	37/5	2
20. Michael Goodrich	Hon	21/22	1

125 NATIONAL

1. Marty Smith	Hon	1/4/1	150
2. Daniel Turner	Hus	3/2/2	120
3. Jeff Foland	Hon	5/7/6	100
4. Nils Arne Nilson	Hus	13/3/4	N/A
5. Bruce McDougal	Hon	6/10/7	60
6. Ted Weeks	Hon	9/11/11	50
7. Tim Hart	Yam	16/17/3	40
8. Mark Tyer	Hon	8/21/8	30
9. Mickey Boone	Hon	4/30/5	20
10. Chuck Bower	Hon	23/6/10	15

CMC Short Track
Chico, Calif.
June 29, 1974
by Rex Backman

100 NOV	
Dan Fowler	Yam
Tom Green	Yam
Dick Crosby	Kaw
125 NOV	
Allen Shackleford	Hon
Jerry Amos	Hon
Dave Upton	Hon
175 NOV	
Chris Sauer	Yam
Jerry Griswald	Pen
200 NOV	
Ron Juney	Bul
Bruce Koistinen	Bul
250 NOV	
Paul Meyer	Cop
Dan Garland	Kaw
Mike Hall	Bul
200 JR	
Loy Gordon	Bul
John Alves	C-A
John Williams	Bul
250 JR	
Gary Barrett	Bul
Greg McKinney	Pen
Bob Hill	Bul
250 EX	
Jim Hubbard	Yam
Cliff Hylton	Yam
Ron Alves	Suz
360 EX	
Del Silva	Yam
John Grant	Yam
Steve Dietz	Bul
200 HANDICAP	
Cliff Hylton	Yam
Jeff Fowler	Kaw
John Alves	C-A
250 HANDICAP	
Jim Hubbard	Yam
Bob Vaughan	Yam
Ron Alves	Suz

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
June 30, 1974

SUPER MINI 1st DAY	
Elliott Iverson	Yam
Kevin Scully	Hon
SUPER MINI BEG	
Ricky Ryan	Hon
Barbara Spielman	Hon
Dick Simpson	Hon
SUPER MINI NOV	
Brad Schwan	Hon
Andy Davis	Hon
SUPER MINI INT	
Mark Leos	Hon
100 1st DAY	
Butch Hansen	Yam
100 BEG	
Wes Obrien	Hod
Phil Dunford	Yam
Greg Miller	Yam
100 NOV	
Marc Cartwright	Pen
100 INT	
Gregg Toyama	Hon
125 1st DAY	
Randy Wood	Hon
Chris Smith	Suz
Craig White	Suz
125 BEG	
Mike Digby	Hon
Sheldon Walker	Suz
125 NOV	
Mark Brooks	Hon
Guy Denton	Hon
125 1st DAY	
Steven Schoenlein	Hon
David Regua	Hon
125 BEG	
Rick Miglia	Suz
Richard Kamei	Suz
Bob Vasicek	CZ
125 NOV	
Ricky Taylor	Hon
Bill Smith	Hon
Lance Mason	Hon
125 INT	
Rich Kawana	Hon
Rob Roper	Hon
Alfredo Rodil	Pen
125 EX	
Rick Bean	Hon
Gary Denton	Hon
Dave Miller	Pen
175 NOV	
Mark Cole	Pen
250 1st DAY	
Craig Junginger	Yam
Richard Bell	Suz
Dennis Williams	Yam
250 BEG	
Jim Bell	Yam
John Di Massa	Hus
Jeff Obrien	CZ
250 NOV	
Ken Welford	CZ
Herb Shelton	Mai
Joel Harriott	CZ
250 INT	
Don Elder	Mai
Alan McCown	Suz
Mike Krugh	CZ
250 EX	
John Derhammer	Yam
Morris Malone	Mai
Richard Franklin	Yam
OPEN 1st DAY	
Randy Kellogg	Yam
Keith Fearing	Eag
Glen Elliott	Suz
OPEN BEG	
Ed Kelly	Yam
Leonard West	Yam
OPEN NOV	
Ray Marshall	CZ
Todd Cornish	BSA
Jim Davis	Bul
OPEN INT	
Don Peggingill	Mai
OPEN EX	
Peter Maly	Pen
Doug Sherman	Pen
Bob Stein	CZ

CMC Motocross
Washougal, Wash.
June 23, 1974
by Jan Newman

MINI JR	
Chris Selnes	Yam
Claude Meyer	Yam
MINI INT	
George Paymer	Hon
Bob Kaser	Yam
Kenneth New	Yam
100 JR	
Tim Michlitsch	Suz
John Hennings	Yam
Randy Rosen	Hon
100 INT	
Troy Folck	Suz
Craig Anderson	Yam
OLD TIMERS JR	
Elvin Poage	Yam
Bill Harding	Suz
OLD TIMERS SR	
Dennis McCarty	CZ
Ray Defir	BSA
John Selnes	Kaw
125 JR A	
Marc Hambelton	Hon
David Burkhardt	Hon
Steve Gieszler	Hon
125 JR B	
Wayne Christensen	Hon
Mark Hall	Hon
Tony Buyas	Suz
125 JR C	
Cliff Ingham	Hon
John VanderPol	Bul
Jeff Sperber	Hon
125 INT	
Greg Gainer	Yam
John Wilson	Hon
Mike Wingard	Hon
125 PRO	
Mitch Simmons	Hon
Rick Burkinshaw	Hon
Mark Beaudry	Hon
250 JR A	
Curt Lawrence	Hon
Jim Gladish	Hon
Calvin Williams	Suz
250 JR B	
Vince Figone	Hon
Scott Williams	Yam
Mike Sutherland	Hon
250 INT	
Harry Simmons	Yam
Greg Worley	Yam
Robert Rushton	Yam
250 PRO	
Chuck Sun	Bul
Bill Cook	Mai
Bob Rush	Bul
OPEN JR	
Bill Wallace	Suz
Paul Tragis	Mon
Dennis McCarty	CZ
OPEN INT	
Ray Shanafeldt	Mai
Rick Newman	Yam
OPEN PRO	
Bob Leach	Mai
Kyle Larreau	Hus
Marv Azar	Bul
500 JR	
Paul Williams	Nor
Mike Leighton	Blo
Tony Filippi	Upl
500 INT	
Ron Hamada	Blo
Kelly Callaway	Nor
Regie Dunlap	Blo
500 EX	
Kevin Callaway	Nor
Greg Byers	Blo
David Williams	Rub
TEAM SCORES	
North	50
Ramona	49
Bloomington	48
Rubidoux	29
Redlands	15
Upland	10
Poly	9
La Sierra	4

H.S. MX Championships
Corona Rcwy.
Corona, Calif.
June 28, 1974
by Dale Teubner

100 BEG	
George Olivo	Ram
Dan Hockett	Ram
Steve Anderson	Ram
100 JR	
Alan Thompson	Rub
Dennis Sewell	Red
Bob Harcrow	Blo
125 BEG DIV I	
Steve Anderson	Ram
Russell Hadley	Rub
Mike DeBruyn	Rub
125 BEG DIV II	
Glenn Hensley	Blo
Mike Sotelo	Poly
Jim Grady	Ram
125 JR	
Ken Black	Upl
Ruben Durazo	Rub
Brent Carnahan	Red
125 EX	
Steve Bauer	Ram
Jim Cupp	Nor
250 BEG DIV I	
Roland Wood	Pol
Lee Rosenberry	Nor
Ray Obermeyer	Ram
250 BEB DIV II	
Don Snyder	Nor
Bill Wolf	Ram
Jim Lawson	Nor
250 JR	
Jim Cupp	Nor
Jay Roberts	L.S.
Paul Williams	Nor
250 INT	
Kelly Callaway	Nor
Ron Hamada	Blo
Alan Thompson	Rub
250 EX	
Greg Byers	Blo
Steve Bauer	Ram
Kevin Callaway	Nor
500 BEG	
Davy McEwan	Ram
Russell Hadley	Rub
Jerry Looper	Blo

TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
June 29, 1974
by Becky Warner

MINI NOV	
Ken McIntire	XR75
Mark Woods	Hon
Mark Bonner	Hon
MINI NOV	
Craig Dale	—
Lynn Worley	Hon
John Cunningham	Hon
MINI AM	
Tommy Norris	—
100 BEG	
Dan Smith	Pen
Bob Post	Yam
125 BEG	
Rick Sherman	Hon
Bill Ogle	Hon
John Fraze	Hon
250 BEG	
Dean Boothroyd	Yam
Steve Loomis	Yam
Bruce Hofer	Hus
100 NOV	
Rick Leway	Yam
Charlie Oswald	Kaw
Tommy Walton	—
125 NOV	
Barry Tolson	Hon
Norman Francis	Yam
Vince Landry	Yam
175-200 NOV	
Jeff Bowles	—
Jim Ealy	Bul
Tom Roseth	—
250 NOV	
Steve Bankston	Bul
Bob Russ	Bul
James Hill	Yam
500 OPEN NOV	
Dennis Helfrick	—
Charley Palminter	—
100-125 AM/EX	
Andy MacInnis	Yam
Steve Woskoski	YZ
250 AM/EX	
Don Woffle	Yam
Bruce Reynolds	Bul
500 OPEN EX	
Ed Stefen	Yam
Jim Redding	Yam
Ernie Morris	Suz
SPEC EX	
Mark Prescott	Yam
Bill Carpenter	Pen
Greg Wilhite	Yam

NMA
Indian Dunes
Valencia, Calif.
June 28, 1974
by C. Whiting

PEE WEE	
B. Schneider (Ex)	Ind
M. Giem (Nov)	Ind
J. Medlock (Beg)	Ind
0-61 MOD OPEN	
S. Hess	Yam
R. Davis	Hon
6-8 JR MINICYCLE	
R. Stiles	Hon
K. Henricksen	Hon
0-83 MOD NOV 9-11	
R. Davis	Hon
T. Loza	Hon
0-83 MOD EX 9-11	
A.J. Whting	YZ
M. Whiting	YZ
0-83 MOD EX +12	
M. Prunty	Hon
D. Graham	Suz
0-83 MOD NOV +12	
R. Cazier	Hon
J. Crowder	Hon
POWDER PUFF OPEN	
L. Christensen	Hon
S. Weicverg	Hon
0-61 STOCK NOV +12	
A. Sine	Yam
0-83 STK 9-11	
R. Wageman	Hon
R. Rondell	Hon
J. Boykin	Hon
0-83 STK NOV +12	
R. Cazier	Hon
M. Mercier	Hon
G. Cazier	Hon
MOD TROPHY DASH	
R. Cazier	Hon
STOCK TROPHY DASH	
R. Wageman	Hon

D-36 Short Track
Fremont, Calif.
June 19, 1974
by W.H. Spencer

360 EX	
Mark Smith	Hon
Bob Scally	Bul
Chuck Miller	Yam
360 JR	
Sal Hoffman	Yam
Fred Faltersack	Yam
Mike Sterling	Yam
360 NOV	
Don Kirby	Bul
Dean Maro	Yam
Dave McCreary	Bul
250 EX	
Ricky Graham	Suz
Mike Faria	Yam
Dave Faria	Yam
250 JR	
Steve Carrillo	Yam
Dan Hogue	Suz
Tom McRae	Oss
250 NOV	
Bruce McGregor	Oss
Jim Mahoney	Hon
Al Ciacco	Suz
200 JR	
Rick Shafer	Suz
Dan Norman	Bul
200 NOV	
Corey Silva	Bul
Gary Pedrick	Bul
175 NOV	
Jerry Brandt	Yam
John Arnold	Yam
125 JR	
Mark Allen	Hod
Tony Alves	Hod
125 NOV	
Gary Spinazze	Yam
Dan Russell	Hon
Scott Whitaker	Hod
100 NOV	
Joe Horton	Yam
Eddie Caballero	Yam
John Cudia	Hod
100 MINI	
Blair Newell	Hon
Chuck Halbakken	Yam
80 JR/EX	
Jim Filice	Yam
Doug Chandler	Ind
80 NOV	
Mike Randal	Yam
Bob Cunnington	Hon
Ken McRae	Yam
60 NOV/EX	
Rick Ryan	Ind
Mitch Harpel	Yam

ROUTE CHECK

Long Beach, All DRA Races
I have a van and room for one bike and rider. Scott (213) 866-2956. (24/2x)

S.F. Valley to San Jose Mile
Room for 2 bodies. Leave a.m. 7/6, return p.m. 7/7. Can make all arrangements. Must know by 6/21/74. Dennis (213) 842-2381. (23/2x)

City of Orange To All D-37 MXs
250 Elsinore Novice. Has Chevy Love truck, going to all D-37 MX races and CMC on off weeks. Give me a call. Jim, before 2:00 (714) 997-5215. (27/4x)

Tustin To District 37 Races
Leave early, back early Sunday. Member, Prairie Dogs M.C. Share expenses and transportation. Gordon (714) 838-5694. (21/4x)

La Mirada to Mojave
Have room for 2 or 3 more bikes. ¾ ton Chevy Long Horn pick-up. Have cabin, cowtrail and cross country. Truck carries 75 gallons gas. Split expenses. After 6 p.m., ask for Mike (714) 522-2219. (26/TFN)

Huntington Beach — Saddleback
My name is Zach. I race a 125 Elsinore on Saturdays at Saddleback. Use your van or tow my 3-bike trailer (I'm 14). I'll share gas expenses. (213) 592-2611 or (714) 846-3487. (27/2x)

From Torrance to ?
Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

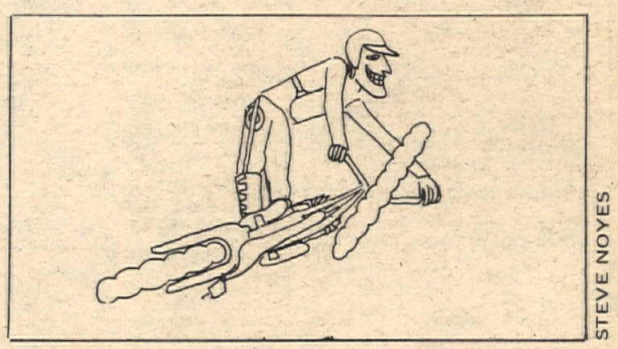
L.A. to ?
Bul rider needs rides to the Dunes, Saddleback, etc. . .,Will split gas, every Sunday. Paul (213) 652-1425. (20/3x)

Cypress to Saddleback or ?
I ride a 250 Suzuki and have a truck. On Sunday I'm game for any place to ride. Just give me a call at: (714) 828-1288, Jerrel. (11/2x)

Fresno to Wherever?
Just moved to Fresno from L.A. Raced District 37 desert, interested in scrambles or family trail riding (mostly scrambles). Call Jim (209) 226-4989. (17/4x)

Glendale to Local MX Races
Super Rat rider needs ride to Indian Dunes, Saddleback, Orange County, etc. . . . every Sunday. You name it. Dave (213) 244-0278. (12/2x)

La Canada to MX Races
Please help!? I'm an MX freak — but my friends have lost interest. Can't get a ride to MX races on Sunday. Will split gas. I ride a 250 CZ. Help!? Greg (213) 248-5474. (27/4x)



STEVE NOYES

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool vour van.

Name PLEASE PRINT!

Address City State Zip

City to City

Check how long you want your ad to run
☐ 1 time ☐ 2 times ☐ 3 times ☐ 4 times

Area Code Phone Number

RESULTS

D-36 Short Track
Petaluma, Calif.
June 29, 1974
by James Brammer

360 EX	
Mike Faria	Yam
Andy Whitaker	Bul
Chris Hudson	Bul
360 JR	
Ed Heeney	Yam
Paul Warne	Hon
Dick Parsons	Yam
360 NOV	
Marty Malchow	Yam
Mal Maciel McFarland	Bul
Brian Stedman	Yam
250 EX	
Mike Faria	Yam
John Guglielmetti	Yam
Rick Delacy	Yam
250 JR	
Brad Kotsaris	Yam
Rick Shafer	Bul
Ralph Cox	Yam
250 NOV	
Roger Black	Yam
Wayne Petersen	Yam
Mike Stewart	Bul
200 NOV	
Dave Hebert	Bul
Dave Allen	Bul
John Hegarty	Oss
125 JR	
Jim Mertens	Yam
Steve Brandt	Yam
Mike Delacy	Yam
125 NOV	
Andy Russell	Hon
Roger Black	Yam
Donald Morenda	Suz
100 NOV	
Julie Muehlman	Kaw
Jerry Alberige	Suz
Jerry Fritsch	Yam

S.A.M. MX
Orange, Calif.
July 6, 1974
by Tom Corley

MINI	
Bryan Myerscough	Hon
Mark Shader	Hon
Barry Armgard	Hon
100 BEG	
Jack Browning	Yam
Mike Ebihara	Yam
Larry DeSoto	Hon
100 NOV	
Brad Roberts	Bar
125 BEG	
Kyn Kirschenmann	Suz
Eric Bruan	Hon
125 NOV	
Craig Fogwell	Hon
Rick Rasmusson	Hon
David Gomez	Hon
125 JR	
Kevin Harlow	Hon
Jon Lewey	Hon
Greg Wilson	Hon
125 INT	
Norman Gomez	Hon
Bruce Singerland	Hon
125 EX	
Jeff Henneke	Hon
Jeff Osborn	Hon
Tom Bragdon	Hon
250 BEG	
George Ellen	Suz
Keith Jenkins	Hon
Tom Caron	CZ
250 NOV	
Larry Wilkerson	Oss
Bob Quinn	CZ
Steve Yoek	Yam
250 JR	
Greg Bebeck	Yam
Warren Wright	Mai
Dane Scott	Mon
250 INT	
Gary Tomczak	CZ
Greg Blackwell	Hus
Greg Smith	Mai
250 EX	
Jack Phillips	Hon
Skip Porter	Bul
500 JR	
Jim Castilla	Mai
Jack Blackwell	Hus
Richard Hall	Yam
500 INT	
Brian Baugher	Yam
500 EX	
Doug Sherman	Pen
Mike Yorba	Mai
Jeff Witherell	CZ

CMC MX
Saddleback Park
Orange, Calif.
July 7, 1974
by A. Shepherd

MINI	
Tod Peterson	Hon
Russell Bocarella	Hon
Rick Atkins	Hon
100 JR	
Jeff Hewitt	Yam
Danny Leston	Suz
Rick Grangiuli	Hod
125 JR DIV I	
Mark Asbury	KTM
Jerry Raymer	—
David Maas	Hon
125 JR DIV II	
Arden Hadley	Hon
Peter Wanket	Hon
Ernest Gonzalez	Hon
250 JR DIV I	
John Rawson	Yam
Jack Crone	Yam
Greg Newland	C-A
250 JR DIV II	
Keith Dysert	Hus
Aaron Bassett	CZ
Jeff Dorsett	Yam
500 JR	
Gregory Sexton	Mai
Steve Fry	Hus
Mark Keifer	Mai
125 INT	
Bob Marino	Hon
Mike Gibson	Hon
Alan Smith	Hon
250 INT	
John Smoot	Hus
Rob Raymer	Mai
Tom Burgess	Yam
500 INT	
Russell Wilson	CZ
Mike Burkhardt	Mai
Mike Hernandez	Hus
125 PRO	
Tim Lunde	Hon
Tommy Croft	Fra
Dave Eropkin	Hon
250 PRO	
Jeff Vidic	Mai
Tommy Croft	Fra
Billy Clements	Hus
500 PRO	
Billy Clements	Hus
Mike Yorba	Mai
Doug Sherman	Pen

Carlsbad H.S. MX
Carlsbad, Calif.
July 4, 1974
by Dale Brown

100 JR DIV I	
John Moyer	Yam
Gary Fukuda	Suz
Corky Moore	Yam
100 JR DIV II	
Bill Flour	Suz
Gary Pendleton	Yam
Rob Davies	Suz
MINI JR	
Eric Lund	Hon
Randy Appleton	Hon
Mark Guinto	Hon
MINI INT	
Danny Dilkiey	Hon
125 JR DIV I	
Dan Hendricks	Hon
Gary Small	Hon
Edward Seeber	Hon
125 JR DIV II	
Charles Duval	Hon
Brian Keith	Hon
Jim Fukuda	Suz
125 JR DIV III	
Scott Davies	Hon
Ron Laffranchi	Hon
Randy Neely	Hon
125 INT	
Mike Johnson	Pen
250 JR	
Fred Knapp	Kaw
Greg Newland	C-A
Chuck Pfleiger	CZ
250 INT	
Lane Fukuda	Suz
Greg Stone	Yam
OPEN JR	
John Peterson	CZ
Dino Samp	Tri
OPEN INT	
Mackie Whitney	Hus
125 EX	
John Smith	Hon
Mike Palhegyi	Hon
250 EX	
Dave Doss	Hus
OPEN EX	
Gary Standridge	CZ

D-36 Short Track
Vallejo, Calif.
June 28, 1974
by James Brammer

100 NOV	
Julie Muehlman	Kaw
Kurt Biggs	Suz
125 NOV	
Jim Jepsen	Yam
Don Baily	Yam
Don Moreda	Suz
125 JR	
Jim Mertens	Yam
Mike Delacy	Yam
200 NOV	
Mal Marciel McFarland	Bul
Steve Helliwell	Yam
Dave Allen	Bul
250 NOV	
Robert Lee	Ric
Mike Michaud	Bul
Jack Pedersen	Kaw
250 JR	
Eddie Hagarty	Oss
Rusty Davis	Yam
250 EX	
Mike Faria	Yam
Mike Delacy	Yam
Bill Bisel	Suz
360 NOV	
Brian Stedman	Yam
Joe Gondola	Suz
360 JR	
Frank Crane	Hon
Rusty Davis	Yam
Steve Brandt	Yam
360 EX	
John Proto	Bul
Fenn Pervier	Bul
Marlin Stewart	Yam

Speedway
Ventura, Calif.
July 2, 1974
by Dennis Greene

SCRATCH MAIN
Bill Cody
Steve Bast
Mike Bast
Ed Williams
HANDICAP MAIN
Mark Cherry
Mike Curoso
Troy McKee
Bill Firnhaber
Jim Ashworth
Bobby Roos

Speedway
Bakersfield, Calif.
July 3, 1974
by Dennis Greene

Dubb Ferrel	14
Mike Bast	12
Mike Konle	10
Larry Shaw	9
Bill Cody	9
Steve Bast	8
Troy McKee	8
Dan Becker	7
Steve Nutter	7
Mike Curoso	6
Jeff Sexton	6
Sonny Nutter	6
Sumner McKnight	5
Mark Cherry	4
Guy Waterson	3
Scott Sivadge	3
Ed Williams	3

Speedway
Irwindale, Calif.
July 4, 1974
by Dennis Greene

SCRATCH MAIN
Steve Bast
Mike Bast
Bill Cody
Steve Nutter
HANDICAP MAIN
Jeff Sexton
Troy McKee
Mike Bast
Dubb Ferrell
Mark Cherry
Phil Moon

Speedway
Costa Mesa, Calif.
July 5, 1974
by Dennis Greene

SCRATCH MAIN
Steve Bast
Dan Becker
Mike Curoso
Bill Cody
HANDICAP MAIN
Sonny Nutter
Wayne Lewis
Larry Moon
Greg Haserot
Brian Short
Don Stubs

Speedway
Indian Dunes
July 6, 1974
by Dennis Greene

SCRATCH MAIN
Bobby Roos
Rick Smith
Tom Sawyer
Phill Moon
HANDICAP MAIN
Mike Muntean
Bob Schwartz
Scott Parker
Randy Marsh
Bob Hosford
Tom Sawyer

Speedway
O.C.I.R.
July 3, 1974
by Dennis Greene

SCRATCH MAIN
Phill Moon
Bobby Roos
Steve Bonham
Jan Ballard
HANDICAP MAIN
Bobby Roos
Ralph Castor
Wayne Lewis
Steve Bonham
Bill Firnhaber

CMC MX
Ascot, Calif.
June 26, 1974
by A. Shepherd

MINI EX	
Doug Nicol	Hon
MINI JR	
Rick Atkins	Hon
Ty Cline	Hon
Dwayne Franks	Ste
100 JR	
Don McIver	Hon
Rick Hutchinson	Yam
Rodney Davidson	Kaw
125 JR DIV I	
Mark Nearing	Hon
Frank Pilato	C-A
Tony de la Sota	Yam
125 JR DIV II	
Joe Signor	Hon
Wayne Rich	Hon
Tom Hutchinson	Yam
125 JR DIV III	
Sam Ringo	Hon
Dan Buie	Hon
Mike Ayala	Yam
250 JR DIV I	
Lester Kawahara	Suz
Jeff Dorsett	Yam
David Potts	CZ
250 JR DIV II	
Jeff Angell	Hon
Jack Crone	Yam
Vic Wooten	Suz
500 JR	
Rick Peckham	Hus
Steve Cullinan	CZ
S. Vague	Suz
125 INT	
Joe Plante	Hon
Benny Jones	Pen
Byron Hendricks	Hon
250 INT	
Steve Morita	Hon
Kirk Bennett	Suz
Doug Hatano	Hon
500 INT	
Trent McGee	CZ
John Carmona	CZ
Gary Jones	Yam
125 PRO	
Mike Bell	Hon
Jeff Jennings	Hon
Cliff Lett	[illegible]
250 PRO	
Joe Johnston	Oss
David Foltz	Hus
Bob Cullinan	CZ
500 PRO	
Joe Johnston	Mai
Curtis Lessel	Mai
Dan Barnes	CZ

1/8 Mile TT
Bishop, Calif.
June 28, 1974

80	
Wes French	Ind
Rob Parker	Hon
Mike Walton	—
100	
Doug Marsh	Yam
Mike Marcellin	Yam
Ira Bradley	Hon
125	
Gene Woods	Hon
Robert Anacker	Hon
Bobby Rogers	Bul
250	
Sumner McKnight	Bul
Gene Woods	Hon
Dean Perry	Hon

Pikes Peak
Hillclimb
Pikes Peak, Colo.
July 4, 1974

OPEN PRO	
Robert Conway	Yam
Don Palmgren	Yam
Jim Hodges	Mai
250 PRO	
Steve Scott	Bul
Charles Jensen	Yam
Bill Vickery	Yam
OPEN SPTSM.	
Roger Geick	Suz
Chet Carmen	CZ
Dan Geick	PDV
250 SPTSM	
Dennis Zickrick	Hon
Greg Sutton	Yam
Bill Mieklich	Hon

CRC Nite MX
Indian Dunes
Valencia, Calif.
July 2, 1974
by John Hesson

POWDER PUFF	
Jan Kline	Hon
Dolly Hays	Pen
Juana Madrid	Suz
MINI BEG	
Harry Wouters	Hon
Steve Allensworth	Hon
Roy Welch	Hon
MINI ADV	
Bobby Jones	Hon
Bobby Burns	Hon
Matt Whiting	YZ
MINI POWDER PUFF	
Sue Weicberg	Hon
Sherry Viens	YZ
Lisa Christensen	Hon
100 BEG	
Danny Cuhna	Yam
Kirk Johnson	Pen
Brian Brandford	Yam
100 NOV	
Bobby Jones	Hon
Jim Burker	Pen
Garry Canner	Hod
125 BEG	
Kelly Dugan	Hon
Chris Tensen	Hon
Kid Jenson	Hon
125 NOV	
Ray Fischer	YZ
Jerry Coffey	Hon
Chris Mallory	Hon
125 INT	
Richie Kawana	Hon
Chris Gran	Hon
Mark Marines	Bul
125 EX	
Dave Eropkin	Hon
Don Draz	Hon
Haystack Whitlock	Hon
250 BEG	
John Voshell	Hon
Martin Sanett	Bul
Chuck Rubin	Bul
250 NOV	
Bob Vegi	Hon
Ron Winkelman	Yam
George Yates	Hon
OPEN BEG	
Jim Theys	Yam
Barrie Hansen	Suz
Keith Bradford	Yam
OPEN NOV	
Russ Mortenson	Mai
Chris Crowell	CZ
Tom Lathop	CZ
250 INT	
Gary Bang	Hus
Russ Hoffman	CZ
John Nagel	CZ
OPEN INT	
Rex Benson	CZ
Hank Hill	Mai
OPEN EX	
Randy Stubbs	Bul
Dave Haugh	Bul
250 EX	
Ernie Hendricks	CZ
Ron Self	Mon
Chris Tribon	Pen

Flat Track
Atlantis Rcwy.
Garden Grove, Calif.
June 23, 1974
by Larry Lepley

PEE WEE INT	
L. Stephenson	Ind
K. Kessuth	Ind
M. Tribble	Ind
PEE WEE BEG	
D. Allred	Ind
C. Hill	Ind
MINIBIKE	
W. Kelly	Hon
C. Lepley	Tar
R. Smith	Ind
JR CYCLE	
P. Denis	Ind
R. Bennett	Tar
J. Wilkinson	Hon
80 STOCK 6-8	
P. Denis	Hon
W.L. Snydal	Hon
W. Kelly	Hon
60 STOCK 9-11	
J. Foley	Yam
P. Denis	Yam
J. Lepley	Yam
80 STOCK 9-11 I	
R. Denis	Hon
D. Foley	Hon
J. Lepley	Mus
80 STOCK 9-11 II	
Rich Wrobel	Hon
Rand Wrobel	Hon
J. Vandel	Hon
80 STOCK OVER 12	
Rob Wrobel	Hon
T. Lowry	Hon
D. Belles	Hon
60 MOD 9-11	
P. Denis	Yam
L. Kossuth	Ind
T. Williams	Yam
80 MOD 9-11	
K. Stephenson	Hon
Rich Wrobel	Hon
L. Kossuth	Ind
80 MOD 12 & OVER	
M. Peterson	Hon
S. Michaels	Hon
G. Fountain	Yam
80 MOD +12	
D. Bolles	Hon
D. Jenkins	Hon
T. Lowry	Hon
STOCK TROPHY DASH	
Rich Wrobel	
MOD TROPHY DASH	
Ken Stephenson	

NMA
Indian Dunes
Valencia, Calif.
June 21, 1974
by C. Whiting

PEE WEE	
M. Koemans (Ex)	Ind
M. Giem (Nov)	Ind
B. Stevens (Beg)	Ind
0-61 MOD +12	
S. Hess	Yam
6-8 JR MINICYCLE	
K. Henricksen	Hon
M. Mulligan	Ind
M. Koemans	Hon
0-83 MOD NOV +12	
C. Fries	Hon
S. Boek	Hon
J. Crowder	Hon
0-83 MOD EX +12	
A.J. Whiting	YZ
B. Jones	Hon
0-83 MOD NOV 9-11	
M. Fries	Hon
J. Buckner	Hon
POWDER PUFF	
OPEN	
S. Weicberg	Hon
L. Christensen	Hon
0-83 STOCK NOV +12	
S. Boek	Hon
D. Thompson	Hon
R. Sinker	Hon
0-83 NOV STOCK 9-11	
M. Mulligan	Hon
Darrel Francis	YZ
0-83 STOCK NOV 9-11	
P. Hames	Hon
E. Torkko	Hon
STOCK TROPHY DASH	
P. Hames	Hon
MOD TROPHY DASH	
A.J. Whiting	YZ

CRC Hare Scrambles
Adelanto, Calif.
June 30, 1974
by John Hesson

MINI	
John Wilson	Hon
Donald Draskovich	Hon
Erik Hooper	Hon
100 BEG	
Noel Jackson	Hod
Wayne Kiba	Kaw
Mike Vorndran	Hon
100 BEG -16	
Jack Starnes	Hod
Ricky Diuri	Yam
Chris Kolek	Yam
125 BEG	
Ernie Sutton	Pen
Darrell Heinrick	Hon
Robert Norris	Ric
125 BEG -16	
Greg Draskovich	Hon
John Staab	Yam
Steve Hinton	Hon
125 NOV	
Butch Harris	DKW
Vernon Kinley	Yam
Marlyn Kinney	Yam
125 NOV -16	
Don Green	DKW
Albert Conard	Mon
Barry Teasly	Yam
175 BEG	
Dennis Perham	Bul
Bill Brown	Puc
Rhett Higgins	Yam
175 NOV	
Richard Burris	Bul
Gene Crew	Suz
Richard Washburn	Yam
250 BEG	
Tony Steffins	Yam
Gary Giles	Yam
Steve Gray	Hon
250 BEG +35	
Mike O'Connell	Suz
F. Paul Russel	Hon
Rod Wilson	Hon
250 NOV	
Wayne Van Kirk	Yam
Sid Ahuero	Bul
Jeff Wilson	Yam
OPEN BEG	
Cary Bujan	Hus
Dennis Burt	Suz
Clyde Hosterman	Yam
OPEN NOV	
Curley Reeves	Hus
Bill Thomas	Yam
Cliff Vail	Yam
OPEN NOV +35	
Bill Sears	CZ
Robert W. Jones	Suz
Jim Williamson	Hus
OPEN EX	
Bill Chapin	Yam
250 INT	
Jamie Avels	Yam
100-125 INT	
Al Conard	Pen
Corkey Behrle	Suz

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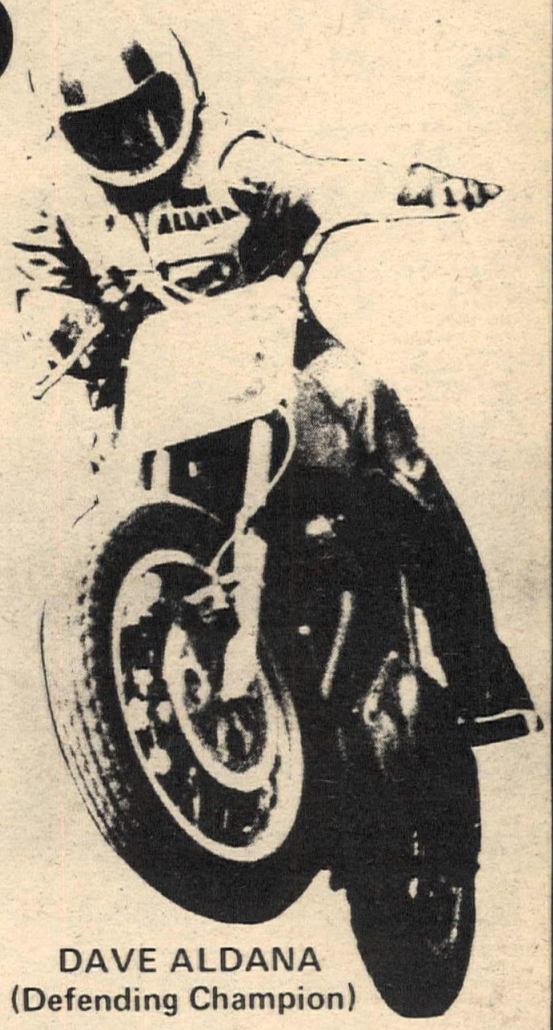

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PHOTOS BY ULRICH

The MZ handled very well over the cobbiest terrain in spite of an all-up weight over 300 lbs.

MZ 250:

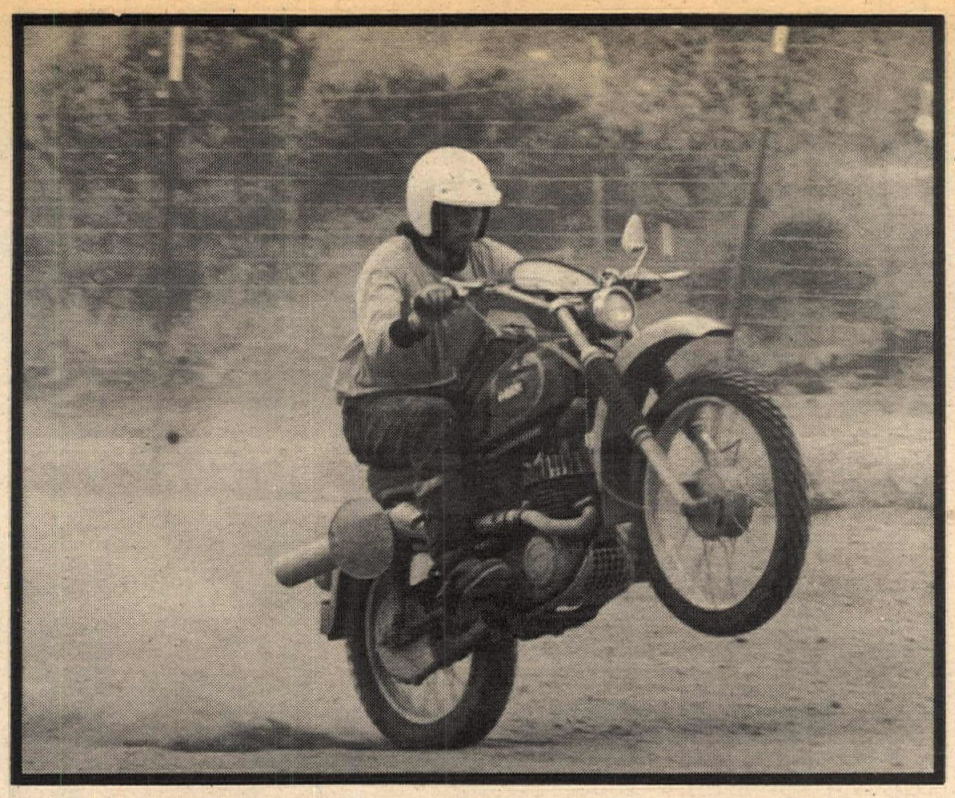
A true ISDT bike may not be for the average trail rider

By John Ulrich

The MZ ETS-250 ISDT is a paradox of sorts. Consider first who would want to own one, and why. It probably would be a devoted enduro fan with the lust for a genuine "factory" enduro mount capable of carrying him (he thinks) to gold in every enduro around. With that goal in mind (If it's an ISDT bike, it must be able to do that, right?), he's willing to fork over $1460 for an East German-built machine, put up with manuals printed only in German, hard-to-find parts, no special service tools or experienced mechanics around, and myriad other annoyances.

If he was getting what he thought he was, maybe the hassles would be worth it. Trouble is, the product of Motorradwerk Zschopau in East Germany is not quite the same as the legend that accompanies it.

The motorcycle is made for one purpose, and only one — to win an International Six Days Trial. It has done



Can you imagine yourself wheelying out of the parc ferme on the third day still on your gold medal?

that six times, as the stamped gas tank cap proudly proclaims (1963, 1964, 1965, 1966, 1967, 1969). The gas cap stamping, however, leaves out a few details.

MZs for the ISDT are made for the men who ride them. Those same men happen to be among the most dedicated-to-one-purpose motorcyclists in the world, ranking with the Czechs for being the *best*. Just because you see *them* conquering every obstacle, winning the special tests, and bringing home the gold as they wheelie out of the *parc fermé* to hit the asphalt at speeds up to 95 MPH does not mean that Joe Enduro can do all that on an MZ.

ISDT bikes are supposed to be ultra-reliable, understressed tanks. This one is. The MZ has 243cc providing nice, broad power that will torque up hills slowly enough for the rider to pick a smooth line between rocks without having to sweat wheelspin and clutching, or scream its brains out at close to 100 MPH. (The fastest we ever got ours was a tad over 90 MPH as indicated on a chase vehicle's speedometer.) It has a usually bulletproof five speed transmission, but ours would miss fifth gear regularly when hot.

The rims are steel, with center pull spokes because center pull spokes are supposed to resist loosening better. Ours loosened. The steel rims dinged on rocks, too. The brakes were OK but nothing spectacular. They weren't very powerful.

Steel also is the front fender, as is the rear fender and the pre-mix gas tank. Frame sections and reinforcing are massive, engine castings huge and heavy, and the pipe gigantic. With gas and oil, the MZ weighs an honest 315 portly pounds.

The footpegs are round steel tubes, pure junk. When they get wet, they also get slippery. The seat fell off in fast riding over rough terrain, (or in a crash). It is secured in a way similar to the Yamaha factory motocrossers used to be when Pierre kept losing his several months ago. A single 6mm bolt with a small washer through the fender keeps the seat from sliding off its mounts. The nut on the underside would pull through the steel fender often.

Jumping was a gas, with the bike giving a nice soft landing if the shocks were not hot. The forks are just fine, but shock damping goes away after they get hot. Spring rates seem correct for the weight and application.

A big black leather tool bag with green mold and funny little insects lining the bottom inside lived on the gas tank. It is secured by the leather straps which also hold on the gas tank. They stretched when wet, allowing the tool bag to slide around and the tank to move back on its rubber mounts.

All sorts of neat tools, a tire repair kit, a grease gun, spare cables, German language first aid pamphlet and owners' manual, first aid supplies, and two countershaft sprockets shared the moldy interior of the pouch. Riding with the bag in place was a necessity, since a steel angle welded to the tank held the rear of the bag in place. If the tank were removed, and the little steel shelf left exposed, a rider would be asking for a sex change on the occasion of his first endo, if "he" was indeed a he to begin with.

A tire pump was mounted under the tank, on two little pegs.

The exhaust pipe is built for torque, but is pretty big for not doing much as far as noise control and arresting sparks. The size, shape, and positioning of the pipe encourage feet-up riding as appropriate to a Six Days event. If a rock whips your right foot back while cornering with it stuck out MX-style, your calf and thigh will encounter the pipe and right side metal number plate intimately. As it turns out, the MZ works a whole bunch better ridden that way.

Body German and hanging off get you around corners better than putting a foot down. The MZ likes to slide, too.

The speedometer read out in kilometers per hour for about one half mile, then it broke. It did not feature a resettable odometer, either.

The tires were fine on wet or loamy surfaces, but were not the hot set up for sand-on-hard-packed surfaces or gravel. They worked well in rocks and hard ruts. In fact, the whole machine was very forgiving on cobby surfaces.

The ignition system was magneto with two coils. A small toggle switch poking out from under the side-float carburetor's vinyl shroud switched in an entire new ignition system if needed, all the way down to the second spark plug.

Grease fittings abounded, along with uniquely "ISDT-ish" feature. When the sidestand is lowered, it automatically applies the rear brake. The idea, we presume, is to keep the MZ from rolling away during in-the-field maintenance or repair during an ISDT.

A transparent fuel settling bowl built into the petcock allows capture and inspection of any debris in the gasoline mix. Some rolled pieces of what appears to be inner tube rammed through holes drilled in the cylinder head fins try to lessen fin vibration and noise. It's quieter than not having them.

The drive chain is totally enclosed for long life and a regular pain in the ass when changing countershaft sprockets; the sidecase must come off to do the job. Presumably, you'll be geared correctly for an ISDT before you leave impound the first day.

The lights run off the magneto when the engine is running. They are not too bright, but might pass for street legal if a battery were included.

Five years ago, (the last time this machine won an ISDT), the MZ would probably have been worth all the hassles a serious American enduro rider would have to put up with in owning one. It needs, as it comes out of the box, a resettable MPH speedometer/odometer, some heavy-duty lightening up (plastic fenders, tank, number plates, etc.), a spark arrestor/exhaust system, improved seat mounts and a battery lighting system to be street legal (in California at least) for enduros requiring that. It would still lack, after those home improvements were made, an English language manual, ready availability of parts, special tools required for internal work and easy-to-find trained mechanics.

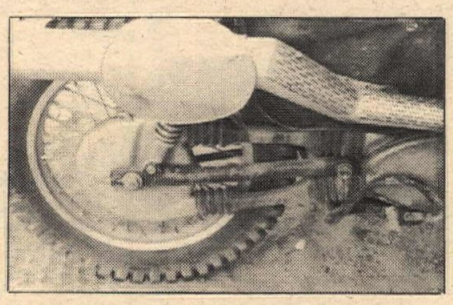
But now, in 1974, the MZ is not enough "better" than the competition's enduro bikes to be worth it. The initial cost and ownership hassle just do not fully justify the benefits that owning an ISDT "Replica" MZ might carry – such as low frequency of repair and minimum maintenance in actual trial use. A look at the Greenhorn finishing list will prove that Japanese machinery has taken a great leap forward in enduroability lately.

With the improvements in Japanese machinery, an enduroer could buy a Japanese bike and all sorts of trick parts for the price of the MZ alone and put together a machine that would do everything the MZ does and do it better (except last six days in an ISDT environment), with less hassle and better parts availability at cheaper prices.

On top of all that, he wouldn't have to be a giant, well-conditioned East German to ride it well. •

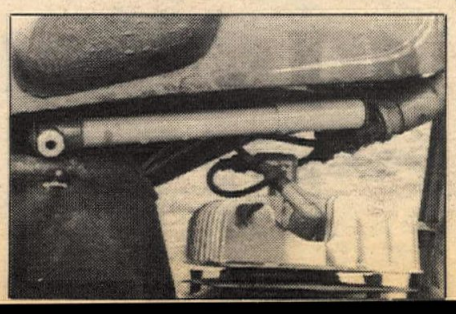
All ISDTs seem to have places to drown out the machines. The MZ passed the test, except for the then-slippery pegs.

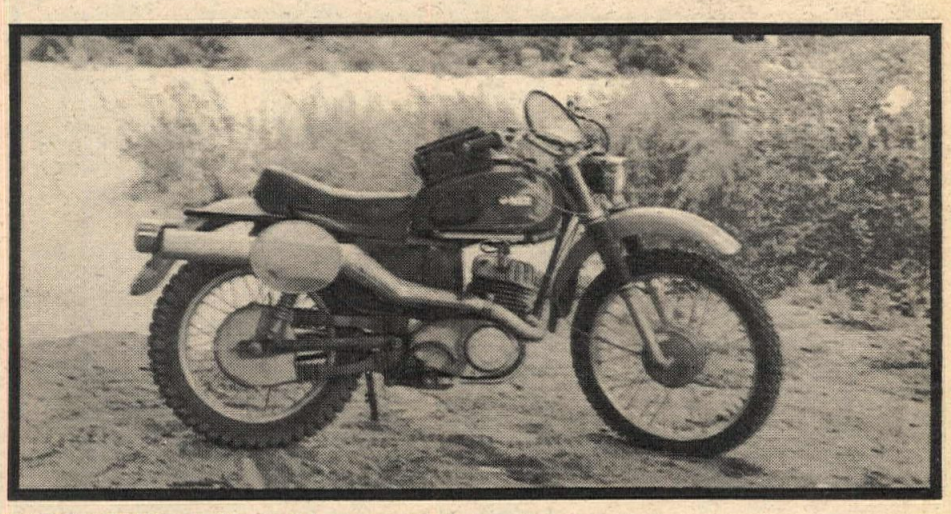
Just in front of the strap-on tank tool bag, the gas cap tells you how many Trophy Team cups MZs have won.



One of the three production bikes in the world with a fully-enclosed chain. The pipe is big, heavy, and not very quiet.

ISDT-standards: back-up dual ignition, carb shroud, and clip-on tire pump.





The ETS 250 is starkly and functionally designed to do one thing very well: win the International Six Days Trial.

MZ specifications

Manufacturer:	Motorradwerk Zschopau, East Germany
Importer:	East-Europe Import Export Inc., 440 Park Avenue South, New York, NY 10016
Suggested retail price	$1460.
Claimed dry weight	240 pounds
Actual wet weight	315 pounds
Top speed	90 MPH+
Wheelbase	53 inches
Transmission	up for up, 1-N-2-3-4-5
Carburetion	30mm BVF
Compression ratio claimed	11:1
Bore X Stroke	69X65mm
Claimed horsepower	32 @ 6,500 RPM
Displacement	243cc

Kickapoo Grand Prix
July 21 Indian Dunes

No Membership Required
30% Super Trophies & Finisher Pins 100% Cash payback to Experts

Schedule:
8:00 a.m. – Practice
9 – 100 Beg & Nov
10 – 125 Beg & Nov
11 – Mini & Powder Puff
Noon – Practice
1:00 p.m. – All Int & Ex
2 – 250 Beg & Nov
3 – Open Beg & Nov

Mail Entries to:
NRA, 7601 Arlington Ave., Riverside, CA 92503
Beg-Nov-Int: Mail $8, Post $10, Ex: $10 Post only.

NRA 714-688-1291 805-259-8000

Name _____ Age _____
Address _____
City _____ State _____ Zip _____
Make of Bike _____ Bike Serial Number _____
cc's _____ Class: Novice _____ Amateur _____ Expert _____
Signature _____
UNDER 18 NEED NOTARY!

CRC Motocross

Tuesday Night Motocross
Indian Dunes

Motorcycles 20% Trophies
Minicycles 40% Trophies
Beg-Nov-Int-Ex
Cash to Seniors
Prac: 7 p.m., Sign-up closes: 7:30
1st race: 8
$4 Juniors, $10 Seniors, $2 gate
$1 extra for non-members

Short Track & TT Scrambles
Indian Dunes

every Tuesday night
starting July 23
20% Trophies
Prac: 7 p.m., 1st race: 8 p.m.
$4 to race, $2 gate
$1 for non-members

714 688-1291 805 259-8000

CRC 714-688-1291

Ensenada Grand Prix
Sunday, August 11

Mucho fun course. Pits & Camping directly on beach. Roads & Trails that wind through a challenging Baja countryside, along the beaches and through the beautiful city of Ensenada. Spectacular Trophies, Colorful Pins and Creative Decals. 4 laps on an exciting 25 mile course.

Entries limited. Mail $13 and 2 S.A.S.E. to CRC, 6625 Dorinda, Riverside, CA 92503

Mail entries open July 15th. Start position determined by postmark. Entry fee includes Mexican Insurance. All the people and officals of Ensenada will be on hand to welcome you. 10 AM Start. All cards accepted — Dist 37, Dist 38, DRA, SRA, AME, CMC, AMC & so forth.

Name _____ Age _____
Address _____
City _____ State _____ Zip _____
Make of Bike _____ Bike Serial Number _____
cc's _____ Class: Novice _____ Amateur _____ Expert _____
Signature _____
UNDER 18 NEED NOTARY!

DESERT

TEAM RACE
JULY 14
LUCERNE VALLEY

30% Trophies & Finisher Pins
2 riders make a Team
Each rider may ride own bike
& switch riders each lap
6 laps on 20 mile course
9 AM Start
no membership required

CRC 714-688-1291

Owl Hoot Night Enduro
Saturday, August 24
10 PM Start Lucerne Valley
A, B & C Riders Welcome.
20% Trophies & Finisher Pins.
2 loops approx 65 miles.
Powder Puff-Mini & Under 16
ride 1 loop only.
40% Trophies
Mail $8.50 & 2 SASE to CRC,
6625 Dorinda, Riverside, CA 92503.
Post entry $10.
No charge for family teams.
Add $1 per rider for 2 & 3 man teams.
714/688-1291

CRC ENDURO SCHEDULE

August	24 – Owl Hoot
September	22 – Cocks Crow
October	13 – Pucker Bunny
November	3 – Boogie-Duro
December	1 – Santa Claus

714-688-1291

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

On Any Sunday

TT SCRAMBLES
Valley Cycle Pk., Moorpark, CA. All classes incl. minis & O.T. Exp. p.b., sil. rqd. Sign 8 a.m., race 10. 805/529-9546.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. Membership rqd. 714/586-7964.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

Every Monday

TYPEWRITER RACES
Every Monday at 2499 Cerritos Ave., Long Beach. Four entrants, no spectators. Lack of crowd control leads to intolerable risk of spectator injury. Results announced on Tuesday.

Every Tuesday

CRC NITE MX
Indian Dunes, Valencia, CA. Int'l. Course, 8 p.m. start. 805/259-8000.

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

Every Wednesday

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). $5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

CMC NITE MX
South Bay Pk. Spwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

NITE TT
Wheelers Club Track, 4 mi. E. & 5¼ mi. No. of Jerome, Idaho. All classes & Minis, Class C tract. Open 6 p.m. 208/324-8880 or 733-0818.

NITE TT & FLAT TRACK
Corona Rcwy., Corona, CA off Hwy 91. Open 5:30 p.m., race 7:30. Sandak 714/970-5220.

NITE TT & SHORT TRACK
El Toro Spdwy., Calif. I-405 to El Toro exit. Minis thru Open. Gates open 5 p.m., race 7:30. 714/530-0324.

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Sch. 714/838-3093.

TT, FLAT TRACK
Seattle Int'l. Rcwy., 5 mi. E. of Auburn, WA on Hwy 18. 3/8 mi., 1 jump arena. Class C tract. rqd. Open 5 p.m., race 7.

Every Thursday

AMA NITE MX
Portland Int'l. Rcwy., West Delta Pk., Portland, Oregon. Sil. rqd. Open 5 p.m., race 7. 503/285-6635.

CMC NITE TT & HALF MILE
Ascot, Gardena, CA. 200% pro p.b., ride rqd. cov., mini class Class C tires & le[illegible] rqd. for half mi[illegible] entry at track [illegible] open 4:30 p.m., pr[illegible], race 7:30. 2[illegible]/321-1610 or 323-9710.

Canc. thru Aug. 1

CLASS A SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

R.A.C.E. NITE MX
Corona Rcwy., Corona, CA off Hwy 91. Open 6 p.m., race 7. 714/970-5220.

STEVE BEAUMONT

Every Friday

AMA NITE MX
Puyallup Rcwy. Park, Puyallup, WA. 4 mi. So. of Fgds. on Meridian Ave. Open 5 p.m., race 7 p.m.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rqd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

D-36 SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. All classes & minis. Class C tract. Black plates free. Sign 5:30 p.m., race 8. 209/368-7182.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

AMC NITE MX
Orange County Int'l. Rcwy. Irvine, CA. Open 5 p.m., first race 7:30 p.m. Memb. $5, $10 Ex., non-memb. $2 extra. 100% p.b. 714/532-3923.

CMC NITE SCRAMBLES
West Capitol Spdwy., Sacramento, CA. Open tract., all classes & minis. 2 pitmen only, in whites. Open 4 p.m., race 8. 30% brass. 916/481-4488.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C tract., sil. rqd. Over 92 db, no ride. Sign 5 p.m., race 6:30. All classes & minis. 707/644-0741.

AMA HALF MILE ASCOT SUMMER SERIES
Ascot, Gardena, CA. Vermont Ave. $55,000 series purse incl. point fund. 8 p.m. start.

CLASS A SPEEDWAY
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

CMC NITE MX
Irwindale Rcwy., Irwindale, CA. Entry $5. 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

R.A.C.E. NITE MX
Corona Rcwy., Corona, CA off Hwy 91 to Pierce or Magnolia. Beg., Nov., Int., Ex., minis & very virile vets. 30% brass, 100% Ex. p.b. 714/689-1913.

Every Saturday

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mail entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

SRA SPEEDWAY
Indian Dunes, Valencia, CA. Div 2/3 program. 8 p.m. start. 805/259-8000.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

CMC NITE HALF MILE & TT
South Bay Spdwy., Otay Mesa, Chula Vista, CA. 125, 250, 500, Open Jr/Int/Ex. $5 entry. Open 4:30 p.m., race 7:30. 714/420-7414.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Av. Ride/Watch $2.50/$.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6 p.m, race 8. 714/826-2386 or 674-3658.

INDOOR SHORT TRACK
Reno Pk., Nv. 16 mi. No. of Reno on Hwy 395. Tenth-mi. track. Sign 4 p.m., race 8. Reno Park MC. 702/972-8376.

CMC SPORTSMAN SHORT TRACK
Cycleland Spdwy., 14 mi. So. of Chico, CA, Hwy 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-36 SHORT TRACK
Pioneer Arena, Oakdale, CA. All classes. Sign 5:30 p.m., prac. 6, race 7:30. 209/869-1457.

CLASS A SPDWY.
Town & Country Fgds., Napa, CA. Weekly purse $1200. 8 p.m. start. 707/252-3133.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Thursday, July 11

AMA PRO HALF MILE
Oregon State Fgds., Salem, Or. $2000 purse. Promoters Trojan Enterp. Redondo Bch, CA. 213/379-2982.

Friday, July 12

AMA NOV/JR PRO TT
Castle Rock Fgds., Castle Rock, WA. $2400 purse. Mt. St. Helens MC 206/636-4976.

D-35 SCRAMBLES
Porterville, CA., cor. Olive St. & Doyle St. 805/784-4564.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Mini track, 8 p.m. start. 805/259-8000.

Saturday, July 13

AMA NAT'L. TT — Castle Rock, Wa.

B.U.M.S. BX
B.U.M.S. BX Park, off 7th nr. Studebaker, Long Bch., CA. 30% brass, Prac. 11 a.m., race Noon. 213/597-0478.

NITE SHORT TRACK
Nat'l. Date Festival Fgds., Indio, CA. 200% Ex. p.b., 2' sptsm. brass. Prac. 7:30 p.m., race 8:30. 714/347-3185.

D-36 NITE SCRAMBLES
Happy Valley Rcwy., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

July 13-14

AMA — FIM HANG TEN MX U.S. GRAND PRIX
Carlsbad Rcwy., Carlsbad, CA. Palomar Airpt. Rd. Limited camping. Tkts. Avail. Ticketron, Liberty or Mutual. Accommodations in area call 714/729-5924. Prac. Sat. 2 p.m., GP Sun. Noon. Add'l. info 714/234-0111 or 979-8761.

Sunday, July 14

URA ENDURO
"Early Banana" limed from No. of Mojave Hwy 14 & Randsburg Rd. 50 mi. Family 1st loop, 2nd harder. Early start 6 a.m. Mail entry $8.50, 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208, 988-2967 or 421-9179. Silencers Rqd.

AMA REGIONAL TT
Clackamas, OR. 13500 SE Lawnfield Rd. $3000 purse. Entries close June 23. CN contng'cy $25 to 1st/2nd/3rd ea. class final. Oregon Sidewinders 503/659-1022 or 632-3857.

CONCOURS
Antique motorcycles & cars, Stanley School green, Lafayette, CA. Benefit Las Trampas School for Retarded Children. Lafayette C of C 415/284-7404.

TT
6 mi. E. of Kingman, Az. on Rt. 66 & Diagonal Wy. 33% brass, $4 entry. Sign 10 a.m., race Noon. 602/753-3188.

P.I.T.S. TRIAL
Outlaw Cyn., CA. Sign 7 a.m., lunch & swimming Closed Event — By Invitation only.

CLASS C HILLCLIMB
Chehalis, WA $400 purse. Centralia Mudslingers, P.O. Box 131, Centralia, WA 98531. 206/736-9325.

CMC/BOSS MX
Plymouth, CA. 30% brass, 100% p.b., pre-entries to P.O. Box 334, Plymouth, CA. Open 6:30 a.m., race 9.

D-36 MOTOCROSS
Helvetia Park, I-80 W. of Sacramento, CA to Harbor Blvd., 5 mi. No. Bonus brass plus BX at intermission. Open 6:30 a.m., race 9. 916/922-4488.

MOTOCROSS
Rawhide Pk., Elsinore, CA. 40% brass same day, 100% Ex. p.b. 714/689-0871.

CRC DESERT TEAM RACE
Lucerne Valley, CA. 6 x 20 mi. loops, 2 riders per bike. 30% brass & fin. pins. No memb. rqd. 9 a.m. start. 714/688-1291.

HILLCLIMB
DeAnza Park, E. of Riverside, CA on Hwy 60, Theodore off ramp. New hill, $100 to first rider over. Stock & modf., sil. & k.b. rqd., no chains. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-2366.

SRAC TT SCRAMBLES
Berthoud, Co., 40 mi. No. of Denver on I-25. 30% brass, crash for Ex. Memb. rqd. Prac 10 a.m., race Noon. 303/442-0930.

MX & TRIALS — 125cc LIMIT
Snipes Park, Norco, CA. Riverside Fwy, Hamnar exit & no. abt. 5 mi. to 5th. 125 & under bikes only. 11:30 a.m. start. 714/734-1546.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. No mail entries $5/$10 post, non-memb. $2 extra. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

CANCELLED

D-35 MX
Spillway Pk., Santa Maria, CA. Hwy 101 Broadway exit. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

NMA MINI MX SR-75 SERIES
O.C.I.R., Irvine, CA. On full size motocross course. Mission Honda 3 race XR-75 Series. Sign 8:30 a.m.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trial 11:30.

ROAD RACE — O.M.R.R.A.
P.I.R., Delta Park, Portland, Ore. All classes, GP, Prod., Sidecar & Novice/Cafe. Trophies, jackets, oil awards & free beer afterwards. O.M.R.R.A., P.O. Box 13454, Portland, Or. 97213. 503/280-7259.

CRC MOTOCROSS
Valley Cycle Park, 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-36 MOTOCROSS
Santa Cruz County Fgds., Hecker Pass Rd., Watsonville, CA. New track, gas avail. 125/250/Open Nov/Am/Ex. Ride $5.50, watch $2. Sign 6:30 a.m., race 9:30. 408/475-3619.

D-37 HARE SCRAMBLES
2nd Ann. "Bare-On" limed from Victorville to Sidewinder Rd. on I-15. 2 x 35 mi. loops, Fin. pins, best streak trophy, nude check. Rescue 3, 9 a.m. start. Desert Barons MC 714/822-8471. Trail Nov. all way.

MDRA TEAM SCRAMBLES
Ponderosa, Ave. J E. of Lancaster, CA. 6 x 10 mi. loops for bikes, 2 riders per bike. Free camping, gas avail. 805/944-2304.

D-38 TT SCRAMBLES
Dehesa Race Park, E. of San Diego, CA I-8, Harbison Cyn. Rd. exit to Dehesa Rd., L & follow signs. $3 ride, $1.50 watch. Prac. 10:30 a.m., race 11. Hi-Boots MC 714/477-7083.

Wednesday, July 17

D-36 NITE SHORT TRACK
Fremont, CA. Fremont Rcwy. All classes & minis, Open 4 p.m., prac. 5, race 7. $3 ride or watch. 415/327-4461.

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

July 18-19

TWO DAY MX SCHOOL
Saddleback Park, Orange, CA. Russ Darnell teaching, limited entry $25. 213/367-1722.

LAND USE MEETING
California Advisory Board to U.S. Forest Service. field mtg. in Lake Tahoe Nat'l. Forest. Land use & related issues. Public participation, written or oral statements, contact Reg'l. Forester, U.S. Forest Service, 630 Sansome St., San Francisco, CA 94111. 415/556-4310.

Friday, July 19

AMA HALF-MILE
Ascot, Gardena, CA. 18300 So. Vermont. Gardena Gold Cup, warmup for Saturday's National. 8 p.m. start.

July 20-21

SRAC ROAD RACE
Aspen Rcwy., Aspen, Co. Rt. 82 E. from Glenwood Sprs. about 35 mi. to Woody Crk., follow signs. All classes, Prod., Cafe, GP, Sidecar, dirt bike. Camping at track. Prac. all day Sat., sign 8 a.m., Sun, race noon. $10 entry, $5 add'l. class. 303/761-4111 days, 778-8417 eves.

Saturday, July 20

AMA NAT'L. TT — NITE
Ascot, 18300 So. Vermont, Gardena, CA. $25,000 purse. 8 p.m. start.

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry $3.50, ex. bike $2. sign 6:30 p.m., race 8. 503/344-9401.

B.U.M.S. BX
Saddleback Pk., Orange, CA. New track. 30% brass. Prac. 11 a.m., race Noon. 213/597-0478.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, Class C traction. Sil. & Kill butt. rqd. $3 ride or watch. Open 4 p.m., race 7. 415/327-4461.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

D-27 SCRAMBLES
Mason Cnty. Fgds., Shelton, WA. Shelton Trailblazers 526-3598.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5 p.m., ltwts start 6 p.m., hvywts 9. Jackrabbits MC 213/631-6733.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

Sunday, July 21

MID-OHIO INTER—AMA MX
Mid-Ohio MX Park, Lexington, Ohio. 250cc Int'l. & 125cc Nat'l. Championship. $14,500 posted awards. 125's 3 x 20 min. motos, 250's 2 x 40 min. motos.

D-36 POKER RUN
Santa Rosa, CA. No. Bay MC Clubhouse, 2286 Woolsey Rd. Limed from 101 No. of Santa Rosa. AMA sanc., pins, trophies. Fun & Games ea. checkpoint. Sign 9-11 a.m. Food at finish. 707/838-2731.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CANCELLATION

Foothill Hawks' D-37

SEMI PRO MX
De Anza Cycle Park, E. of Riverside, CA. on Hwy 60, Theodore exit. $600 Ex. purse, 3 ft. class winner brass. Camping OK. Sign 7 a.m., race 9. 714/653-2633 or 735-1301.

CMC/NORCAL MX
Dunlap Cycle Pk., Dunlap, CA E of Fresno. 30% brass, 100% Ex. p.b. Camping, swimming. Mail entries to P.O. Box 55, Dunlap, CA 93621. Prac. 7:30 a.m., race 9. 415/886-5182.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. 40% same day brass, $500 guar. Pro purse. $6/$12 mail, $10/$15 post. Entries by Fri. Noon. P.O. Box 392, Tustin, CA. 92680. Non-memb. $2 ext. Open 7 a.m., race 9:30. 714/532-3923.

CRC MX
Carlsbad Rcwy. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day., 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

D-27 SCRAMBLES
Jolly Roger Club Grnds., Kent, WA. Greater Seattle MC, 723-0964.

D-27 TRIAL — 6 DAY TYPE
Capitol Forest, Olympia, WA. Seafair City MC, 941-1637.

DRA HARE SCRAMBLES
California City, CA. limed from golf course & from Hwy. 395 L. side 17 mi. No. of 4 Cors. 2 x 23 mi. loops, 20% brass, fin. pins, SCAT Comm., Amb. 9 a.m. start. 714/373-4647.

NRA KICKAPOO GP
"Native American" Dunes, Valencia, CA. Long course, mail entries to 7601 Arlington Ave., Riverside, CA 92503. Beg-Nov-Int. $8mail/$10 post. Ex. $10 post only. First race 9 a.m. 714/688-1291 or 805/259-8000.

AFM ROAD RACE
Riverside Rcwy., Riverside, CA. No mail entry, spectators welcome. All classes, GP, Prod, Cafe $15, ex. class $5. Sidecars $20. Open 7:30 a.m., race Noon. 714/675-2153.

AMC MX
Rawhide Pk., Elsinore, CA. memb. entry $5/$10 Jr./Sr. non-mem. $2 ex. Open 7 a.m. 714/532-3923.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50. Start 9 a.m. 714/377-4619.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit. So. to Westminster. Sign 9:30 a.m., race 10:30.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m., $5 trials, $2 school. Box 2313, Orange, CA. 92669.

D-36 MOTOCROSS
T-Car Spdwy., So. of Carson City, Nv. behind Stewart Indian School. Pre/Post entry $5.50&$7.50 incl. ins. Plenty gas & camping OK. T-Car, P.O. Box 290, Carson City, Nv. 89701. 702/882-5030.

D-27 SCRAMBLES
Brush Prairie, WA. Lucky Spokes MC, 892-8472.

July 22-26

FIVE DAY MX TRAINING CAMP
Carnegie Cycle Park, Livermore, CA. Russ Darnell instructing. Euro. factory-style training camp, incl. daily PT, all phases MX technique. Limited entry $75. 213/367-1722.

Wednesday, July 24

D-26 SCRAMBLES
Hot Sprs., Ut., 6 mi. No. of Ogden, I-15. Ogden Cycle Assoc. 621-2139.

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

July 25, 26 & 27

S.C.O.R.E. BAJA INTERNATIONAL
International off-road race, Baja California, Mexico. Motorcycle classes, 125, 250, Open. $10,000 contingencies. Pre-entries: SCORE INTERNATIONAL, 2701 E. Anaheim St., Wilmington, CA. 213/437-0466.

Friday, July 26

AMA PRO TT
$1500 purse, 13500 Lawnfield Rd., Clackamas, Or. Oregon Sidewinders 503/659-1022.

D-27 SCRAMBLES
Graham Spdwy., 23122 — 86th Ave., E., Graham, WA. Blue Barons MC 472-2402.

D-35 SCRAMBLES
Porterville, CA, cor. Olive St. & Doyle St. 805/784-4564.

July 27-28

AMA NAT'L. ROAD RACE KAWASAKI SUPERBIKE INT'L.
Laguna Seca, Monterey, CA. 714/979-8761.

D-31 ROAD TOUR & ROAD RUN
AMA sanc., Sierra Vista, Az. Nomad MC, P.O. Box 1042, Sierra Vista, Az. 85635. 602/458-2584.

Saturday, July 27

AMA ROAD RACE
Laguna Seca, Monterey, CA. 50 mi. Junior Ltwt ($5250 posted), 50 mi. Nov. ($2410 posted), $1200 Prod. race.

PINE CONE ROAD RALLY
170 mi., start at California City, CA., camping avail. Truck it, trailer it, or ride it to start. Scenic route around Lake Isabella, thru Red Rock Cyn. & return to Cal City. Patches all entrants. Mail entry only, $12 sigl., $20 dbl., 2 SASE to Good Guys, P.O. Box 2605, California City, CA 93505. Free B-BQ & bev. incl. 4' club part. trophy.

D-27 SHORT TRACK
Rainier, WA. Rainier Sportsmen MC, 446-2317.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

B.U.M.S. BX
B.U.M.S. BX Park, off 7th nr. Studebaker, Long Bch., CA. 30% brass, Prac. 11 a.m., race Noon.

MX at Rawhide

July 13 — RRA Saturday Racing
40% Trophies – 100% Payback to Experts.
Morning Practice – Overnight Camping
Sign-up: 12:00, Race: 1:00

July 14 — RRA – MX
No membership required
40% Trophies – 100% Payback to Experts

July 21 — NMA Minicycle MX
AMC $500.00 Expert Purse
2 foot Trophies

Rawhide
On Highway 74, 2½ miles east of 71
714-689-0871

200% to Pros
O.C.I.R.
$5.00 all entries
Starting July 19th
714-532-3923
AMC

Moreno Valley M.C. presents
MOTOCROSS
July 21 DeAnza Park
$600.00
guaranteed purse to Experts
3 foot Trophies to 1st place
winners in all other classes.
Gate: $3, Entry: $10 Experts,
$5 all other classes
Sign-In: 7 a.m., Race: 9
FREE overnight camping!
15 miles East of Riverside
on Hwy 60. Take
Theodore offramp & follow signs.
Info: 714-653-2633 or
735-1301

All it takes
To begin your advertising campaign
Is a phone call
To the advertising department at Cycle News
213- 427-7433
And our courteous staff will help you put it together
Do it today!

Valley Cycle Park
Motocross
&
TT Scrambles
Every Sunday
Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

DRA Desert Racing Assoc. Presents
2x23 HARE SCRAMBLES 2x23
Beg-Nov-Am-Ex
JULY 21
20% Trophies – Finisher Pins
DRA Points – Sign Up Sat & Sun a.m.
Start 9 a.m.
Limed from Cal City Golf Course,
also, 17 mi north of 4 corners
on Hwy 395 left side.
S.C.A.T. Radio – 4-wheel
Ambulance, Catering, Photos
714/373-4647

Every Friday Night
Motocross
O.C.I.R.
AMC

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

AMC
Race Schedule
July 14 – no race
July 21 – Rawhide
July 28 – Saddleback
Aug. 4 – Carlsbad
Info: 714-532-3923

CALENDAR

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

D-27 SCRAMBLES
14 mi. No. of White Salmon, Wa. on Hwy 141. Drifters MC 206/493-2663.

D-27 SCRAMBLES
Mason Cnty. Fgds., Shelton, WA. Shelton Trailblazers 526-3598.

Sunday, July 28

AMA NAT'L. ROAD RACE
Laguna Seca, Monterey, CA. $23,350 posted for Nat'l. heat-semi-main program. 50 mi. Jr. race. ($4085 posted) & Sidecar Exhibition.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

D-36 MOTOCROSS
Helvetia Park, I-80 W. of Sacramento, CA to Harbor Blvd., 5 mi. No. Bonus brass plus BX at intermission. Open 6:30 a.m., race 9. 916/922-4488.

D-28 MX
Delta Pk., Portland, Ore. Far West MX Club, 11919 SE Liebe, Portland, Or. 97216.

CLASS C HILLCLIMB
Jolly Rogers Club Gds., Seattle, WA. $400 purse. Northwest Chain Climbers Assn. 503/289-7041.

D-36 MOTOCROSS
Santa Cruz Cnty. Fgds., Watsonville, CA. Hecker Pass Rd. Sign 6:30 a.m., race 9. 408/578-3356 or 985-3383.

D-28 ENDURO
Beaver Crk., Or. Lobos, Inc. 13996 S. Forsythe, Oregon City, Or 97045. 503/656-5801.

D-38 TT SCRAMBLES
Dehesa Race Park, E. of San Diego, CA I-8, Harbison Cyn. Rd. exit to Dehesa Rd., L & follow signs. $3 ride, $1.50 watch. Prac. 10:30 a.m., race 11. Hi-Boots MC 714/477-7083.

D-37 EURO. SCRAMBLES
Limed from Lucerne, CA. Double Crossers MC. 714/557-0754.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. 40% same day brass, $500 guar. Pro purse. Entries by Fri. Noon. $6/$12 Mail to P.O. Box 392, Tustin, CA 92680, $10/$15 post, non-memb. $2 ex. Open 6:30 a.m., race 9. 714/532-3923.

D-27 SCRAMBLES
14 mi. No. of White Salmon, Wa. on Hwy 141. Drifters MC 206/493-2663.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9 a.m Memb. rqd. Mail Entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit. So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trial 11:30.

D-35 MX
Spillway Pk., Santa Maria, CA. Hwy 101 Broadway exit. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

AMC MOTOCROSS
Saddleback Pk., Orange, post, non-memb, $2 extra. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

CRC MX
Indian Dunes. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

SEWRA/JAYCEE MX
2 mi. So. of Lingle, Wyo. on Hwy 156, route marked. 100% A rider p.b. 11 a.m. start. 307/532-4588.

NRA MX
Valley Cycle Park, Moorpark, CA. Two 20 min. motos, 30% brass same day. No memb. rqd. Prac. 8 a.m., race 9. 714/688-1291.

July 30-31

TWO DAY MX SCHOOL
Valley Cycle Park, Moorpark, CA. Russ Darnell instr. $25 lim. entry. 9 a.m. – 3:30 p.m. both days. 213/367-1722.

Wednesday, July 31

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

Friday, Aug. 2

AMA PRO TT
$1500 purse, 13500 Lawnfield Rd., Clackamas, Or. Oregon Sidewinders 503/659-1022.

August 3-4

RIO BRAVO NMA INVITATIONAL MINI MOTOCROSS
Rio Bravo MX Park, Mt. Houston Rd. nr. Houston, Tx. Inv. open thru 16 yr. age. Calif. contacts MiniCycle Mag., P.O. Box 2869, Laguna Hills, CA 92653, or Nancy Moore, Husqvarna Int'l. Tr. Ctr. 714/724-8091.

Saturday, Aug. 3

AMA SCRAMBLES
Clackamas, Or., 13500 Lawnfield Rd. 100, 200, 250, 500 classes. Med. ins. cov. Pit gate closes 6:45 p.m., race 7. Oegon Sidewinders 503/659-1022 or 632-3857.

D-36 NITE SCRAMBLES
Happy Valley Rcwy., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

B.U.M.S. BX
Saddleback Pk., Orange, CA. New track. 30% brass. Prac. 11 a.m., race Noon. 213/597-0478.

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry $3.50, ex. bike $2. sign 6:30 p.m., race 8. 503/344-9401.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

RUSS DARNELL MX SCHOOL
Spillway Pk., Santa Maria, CA. Russ Darnell instr. Lim. entry $15. 9 a.m. – 3:30 p.m. 213/367-1722.

Sunday, Aug. 4

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or

CRC MOTOCROSS
Rawhide Park. 40% trophies same day. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

ELKS CHARITY MX
Fresno Dist. Fgds., E. of Cedar, CA on Hwy 180 (Kings Cyn. Rd). Cerebral Palsy Benef. by Fresno Elks 439 & Fresno MC. $5/$7 Mail/Post entry, P.O. Box 11503, Fresno, CA 93773. AMA sanc., Open 9 a.m. 209/226-4899.

SRAC MX
Berthoud, Co., 40 mi. No. of Denver on I-25. 30% brass, Ex. cash. Memb. rqd., prac. 8 a.m., race 9. 303/494-7303.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

SRA HARE SCRAMBLES
"Early Bird", limed 7 mi. No. of Adelanto on Hwy 395. 2x22 mi. loops, pins, 20% brass. 8 a.m. start. 213/320-1015.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m., $5 trials, $2 school. Box 2313, Orange, CA. 92669.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

Wednesday, Aug. 7

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

August 9-10

TWO DAY MX SCHOOL
Deschutes Pk., Bend, Or. Russ Darnell instr. $25 lim. entry. 9 a.m. – 3:30 p.m. both days. 213/367-1722.

Saturday, Aug. 10

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA all classes, Class C traction. Sil. & kill butt. rqd. $3 ride or watch. Open 4 p.m., race 7. 415/327-4461.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

B.U.M.S. BX
B.U.M.S. BX Park, off 7th nr. Studebaker, Long Bch., CA. 30% brass, Prac. 11 a.m., race Noon. 213/597-0478.

CALENDAR

Sunday, Aug. 11

CRC BAJA GP
Starts on Beach at Ensenada, B.C., Mexico. Entries limited, $13 & 2 SASE to 6625 Dorinda, Riverside, CA 92503, fee incl. Mex. ins. Fun run, 4 x 25 mi. loops. 10 a.m. start. 714/688-1291.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

D-35 MX
Spillway Pk., Santa Maria, CA. Hwy 101 Broadway exit. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

CRC MOTOCROSS
Valley Cycle Park. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trial 11:30.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

August13-14

TWO DAY MX SCHOOL
Motocross West, Port Angeles, WA. $25 lim. entry. Russ Darnell instr. 9 a.m. — 3:30 p.m. both days. 213/367-1722.

Wednesday, Aug. 14

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

August 16-17

TWO DAY MX SCHOOL
Straddle Line Cycle Park, McCleary, Wash. Russ Darnell teaching, professional instr. all phases of MX technique. Limited entry $25. Mail 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

Friday, Aug. 16

SWAP MEET
Motorcycle & Automotive. Great Western Exhibit Ctr., Los Angeles, CA. Santa Ana Fwy to Eastern & Atlantic Ave. Open 6 p.m., $5/selling space. 213/588-0558.

August 17-18

SRAC ROAD RACE
Aspen Rcwy., Aspen, Co. Rt. 82 E. from Glenwood Sprs. about 35 mi. to Woody Crk., follow signs. All classes, Prod., Cafe, GP, Sidecar, dirt bike. Camping at track. Prac. all day Sat., sign 8 a.m., Sun, race noon. $10 entry, $5 add'l. class. 303/761-4111 days, 778-8417 eves.

Saturday, Aug. 17

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry $3.50, ex. bike $2. sign 6:30 p.m., race 8 503/344-9401.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, Class C traction. Sil. & Kill butt. rqd. $3 ride or watch. Open 4 p.m., race 7. 415/327-4461.

B.U.M.S. BX
Saddleback Pk., Orange, CA. New track. 30% brass. Prac. 11 a.m., race Noon. 213/597-0478.

Sunday, Aug. 18

ELKS/RAMBLERS BENEFIT SCRAMBLES
Salinas, CA. Note new date. Salinas Ramblers MC, P.O. Box 541, Salinas, CA 93901.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

CRC MX
Carlsbad Rcwy. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day., 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

Saturday, Aug. 24

BRA BAJA 300
Santo Tomas, 29 mi. So. of Ensenada, Mexico. 57 mi. loops, $10,000 guar. purse. Lim. entry first 150. Drawing Aug. 10. BRA, Box 1303, Calexico, CZ 92231.

D-36 NITE SCRAMBLES
Happy Valley Rcwy., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

B.U.M.S. BX
B.U.M.S. BX Park, off 7th nr. Studebaker, Long Bch., CA. 30% brass, Prac. 11 a.m., race Noon. 213/597-0478.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rqd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

Sunday, Aug. 25

SEWRA/JAYCEE MX
2 mi. So. of Lingle, Wyo. on Hwy 156, route marked. 100% A rider p.b. 11 a.m. start. 307/532-4588.

D-35 MX
Spillway Pk., Santa Maria, CA. Hwy 101 Broadway exit. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

NRA MX
Valley Cycle Pk., Moorpark, CA. 30% brass same day, 100% Sr. p.b. No memb. rqd. All classes 714/688-1291.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

August 26-30

FIVE DAY MX TRAINING CAMP
Indian Dunes, Valencia, CA. Russ Darnell instr. $75 lim. entry. Phys. Condit. & On-bike training. 9 a.m. — 3:30 p.m. daily. 213/367-1722.

BIGGIES

1974 AMA National Championships

7/13 TT	Castle Rock, WA
7/20 TT	Gardena, CA
7/28 RR	Monterey, CA
8/4 HC	Muskegon, MI
8/9 ST	Hinsdale, IL
8/11 HM	Terre Haute, IN
8/18 TT	Peoria, IL
8/24 M	Indianapolis, IN
9/1 RR	Talladega, AL
9/8 M	Syracuse, NY
9/21 HM	Toledo, OH
9/29 M	Albandy, CA
10/6 RR	Ontario, CA
10/12 HM	Gardena, CA

1974 AMA National Enduros

8/11	Little Harpeth Nashville, TN
9/1	100 Mi. RMEA Denver, CO
9/7-8	Jack Pine Lansing, MI
9/15	Kaw Valley Lawrence, KS
9/22	150 Mi. Alpine, NY
10/6	Black Coal Evansburg, IN
10/13	100 mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11/3	125 Mi. Checkpt. MC Whittier, CA
11/10	125 Mi. Cadiz, KY
11/7	125 Mi. Tulsa, OK
11/24	125 Mi. Perry Mtn. Maplesville, AL
12/1	Steel Helmet Potosi, Mo.

A.M.A. National Trials Champ.

9/1	Rhode Island, N.E.T.A.
9/2	Penn., P.T.R.
10/20	Colo., R.M.T.A.
9/7	Mich., M.O.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

Russ Darnell "College of MX Knowledge" Class Schedule

7/18-19	Saddleback Pk. Orange, CA
7/22-26	5 Day Training Camp Carnegie Cycle Pk. Livermore, CA
7/30-31	Valley Cycle Pk. Moorpark, CA
8/3	Spillway Pk. Santa Maria, CA
8/9-10	Deschutes Pk. Bend, OR
8/13-14	MX West Port Angeles, WA
8/16-17	Straddle Line Pk. McCleary, WA
8/26-30	5 Day Training Camp, Indian Dunes Valencia, CA

1974 Y-AMA Mini National Championship

7/4-5 MX	Greenfield, OH
7/7 SCR	Cleveland, OH
7/13-14 SCR	Sheridan, IN
8/4-5 MX	Mansfield, OH
8/10-11 MX	Peoria, IL
8/31-9/1 SCR	Patoka, IN
11/23-24 MX	Phoenix, AZ

1974 Trans-AMA Motocross

9/29	Copetown, Ont.
10/6	Unadilla, NY
10/13	Linnville, OH
10/20	Gainesville, GA
10/27	Orlando, FL
11/3	St. Peters, Mo.
11/10	Lake Whitney, TX
11/17	Puyallup, WA
11/24	Livermore, CA
12/1	Irvine, CA

1974 Inter-AMA Motocross

7/21	Lexington, OH
7/28	Springville, NY

AMA 125cc National Motocross Series

7/7	Baldwin, KS
7/21	Lexington, OH
7/28	World Cup Event Springville, NY

Pacific N.W. Road Race Schedule

7/7	Westwood B.C., Canada
7/14	Delta Pk. Portland, Ore.
7/22	Westwood B.C., Canada
8/3-4	Canadian Nat'l. Westwood, B.C., Can.
8/4	S.I.R. Kent, Wa.
8/18	Westwood B.C., Canada
8/25	S.I.R. Kent, Wash.
9/1	Delta Pk. Portland, Ore.
9/15	Westwood B.C., Canada
9/29	Westwood B.C., Canada
10/6	Delta Pk. Portland, Ore.

1974 International Calendar

500cc MX

7/14	U.S.A.
7/28	Holland
8/4	Belgium
8/11	Luxembourg

250cc MX

8/4	Finland
8/11	Sweden
8/25	Switzerland

125cc MX

7/14	Spain
7/28	U.S.A.
8/26	Britain

Trials

8/18	Finland
8/25	Sweden
9/22	Czechoslovakia
9/29	Switzerland

Road Racing

7/20-21	Sweden
7/27-28	Finland
8/25	Czechoslovakia
9/8	Yugoslavia
9/22	Spain

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

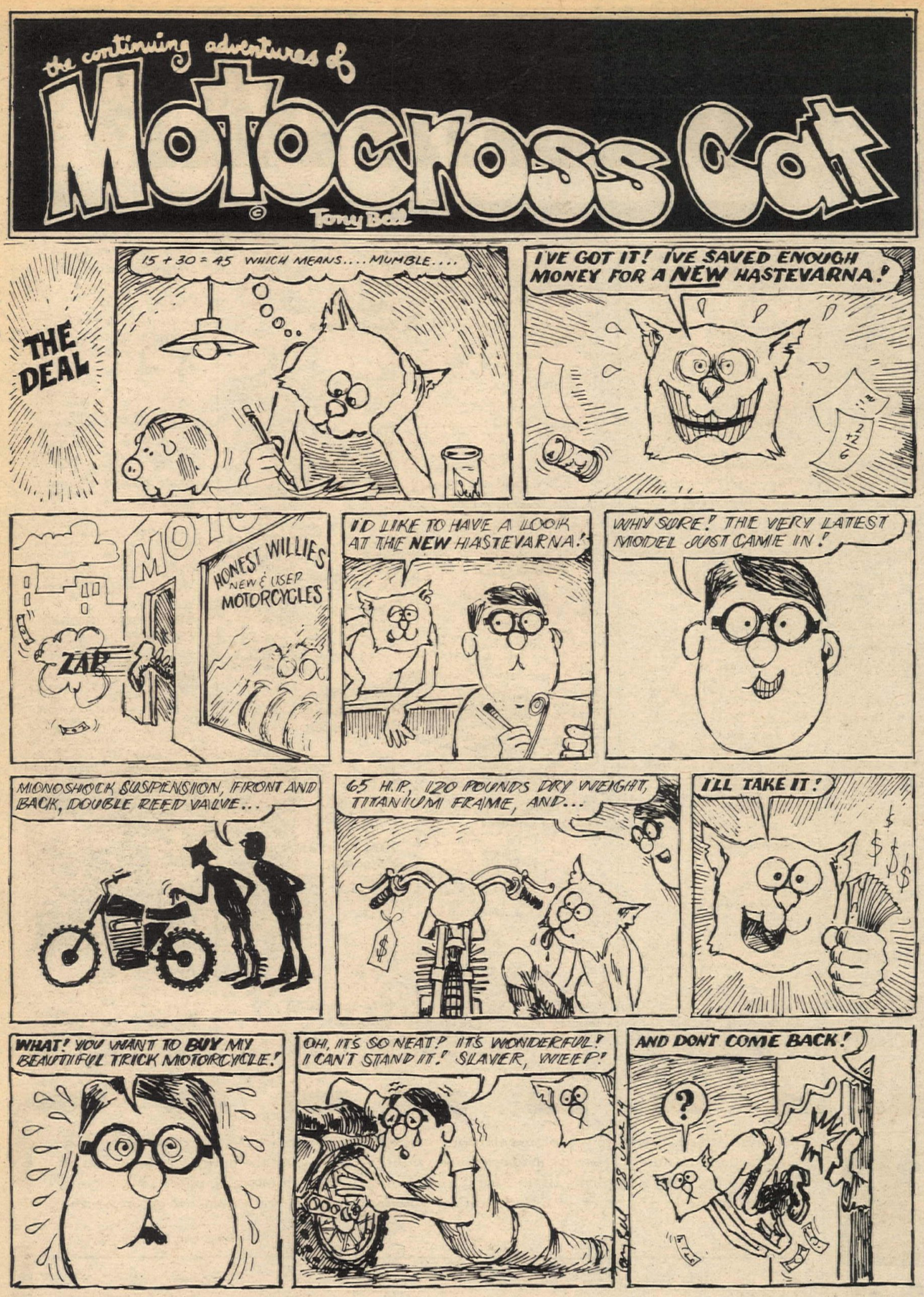
Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____



Racing with Rolf on the Carlsbad GP course

By Rex William Reese

CARLSBAD, CAL., JUNE 29

Cool ocean breezes made life bearable at Carlsbad as the rest of California fried, but the action out on the track was hot as 125 Junior Mark Aney (Bul) swept through and ran away from the rest of a Honda-infested crowd. He picked up two firsts, dominating the scene each moto with nobody else hardly at all in sight behind him.

Nancy Moore, Mother Superior of the Husqvarna International Training Center, presided over riders' meeting and gave a short rundown on racing economics, illustrating that while the Tibblin MX club was doing a super job with organization, track prep, trophies, etc., they were going down the hole financially. She made a plea for the riders present to bring extra riders next time to bolster the ranks of the unfortunately wimpy turnout. It was too bad for such a fine set-up as Carlsbad is.

Anybody who stayed home missed the race of their lives as the pack that showed up today raced on the brand new GP course that has been set-up for the U.S. 500 GP to take place on July 14. It was rough, tough, and everybody I talked to thought it was bitchin'.

Rolf's philosophy in his MX program is to try to make championship caliber riders out of everybody by running two long European-type motos instead of three short Amerikan-goofy ones. That way you build up your strength and stamina, and as soon as you might know it, you're playing the same game that has made DeCoster and Mikkola the kind of guys they are – *fast!!*

The Mini class showed that it has some strong and consistent riders for such little guys. Danny Dilkey (Hon) pulled firsts in both motos for the uncontested win. But back in the small pack, Mark Guinto (Hon) made consistent second place finishes to nail that spot, as did Kenny Hashimote (Hon) with third. Even though the kids didn't use the whole track, it was really something to see them going up, then down, Carlsbad's banzai hill. I don't think that I saw anybody lose it too badly. For the most part, everybody avoided the crash situations and went on to ride fast.

Then again, there were the other times. Like in the 125 Juniors. One part of the new track is a sharp, short downhill, which is about 50 feet from top to bottom with a lumpy, sandy, off-camber left hand turn. To make this turn, you had to have it all together. It was either turn or burn, and some of the antics that went on were incredible. In the 125 Juniors, first moto, a whole lotta guys locked it up and decided to pile together at the bottom. Funny.

But, while all that was happening, Mark Aney and his Bultaco made short work of the incredibly overwhelming numbers of Honda riders, and placed himself in the top spot every moto. Honda-mounted Scott Davies was able to get as close as second to Mark, and another (you guessed it) Honda rider, Karl Kahn, got third, after dueling it out with Ron Laffranchi (Hon) who had to settle for fourth.

Peter O'Rourk (CZ) had to beat out a really big crowd of 250 and Open Juniors to stay ahead and keep it that way and, in the same process, fight fatigue and an uncooperative bike to stay upright. Fred Knapp was a very consistent second, and Bob Totten (CZ) who put most of the heat to Pete, took third.

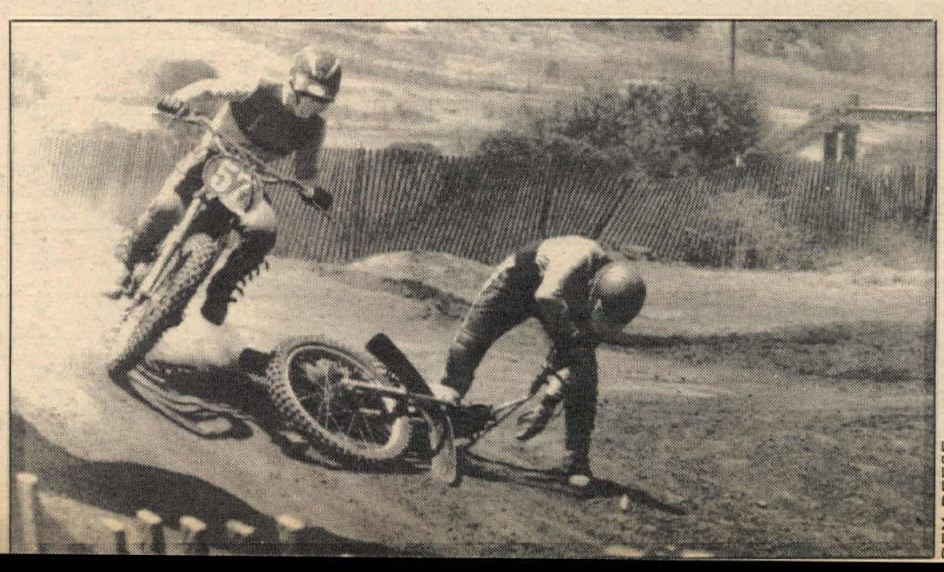
Sandy Rufford (CZ) took the Open Juniors, but the big surprise was Dino Sampo on his Triumph as he put thumper power to the ground over the peaky two strokes, taking a remarkable second.

The small pack of Intermediates and Experts was combined to make things more interesting, and they did. Andy Baines (Mai) really moved out as he had either Dave Doss (Hus) or Chuck Rouse (CZ) hanging on his tail. Andy got first in the first moto. But in the second, Doss put on a hard charge to take it away from him to make up for the DNF that sopped his Husky in the first moto.

Everybody was pooped when the last moto was over, naturally. They raced the way it should be done – the right way. Winners got trophies as losers contemplated winning. Nancy did a great job with the scoring and most of the running around, and Rolf was really a great guy to meet in person.

I tripped on down to San Diego for my next adventure. And as I was trucking down the street, a lady of the working trade noticed my spiffy Husqvarna International Training Center T-shirt, and called out, "Hey, motocrosser, new in town?" ●

Mike Palhegri (Hon) does the artful dodger route around a dude who used to be leading in the 125 Intermediate race at Uncle Rolf's Yurpeen-style MXery.



REX REESE

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Honda CR 250M
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'71 CZ 250, Like New
Akronts, Femsà ignition, Konis, Mikuni. (714) 595-9932. (27)

NEW 650 YAMAHA. NEW CHAMPION frame, wheels, front end, tank, seat & motor. Phone (707) 763-0877 after 7 p.m. Also 360 Yamaha, 1973. (25/4x)

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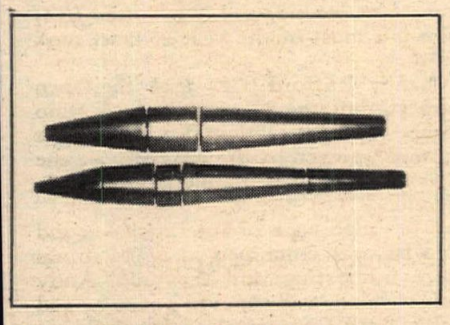
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

Dirt Bike Rentals
Low rates, Western Cycle (714) 673-3465 or (714) 530-3333. (25/4x)



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20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quanitity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

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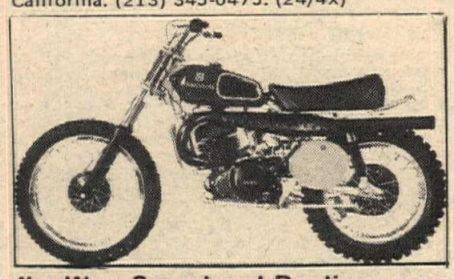

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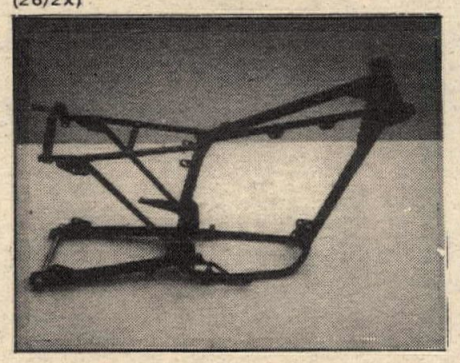

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4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

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18' fully self contained, full loaded, queen size bed. Sleep 6 or more, holds 3 bikes. Brand new, used 2 days. $3495.00 or best offer. Financing available. (707) 443-8031. (26/2x)

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Penton 125 MX, $250
Late '68 Penton, fresh engine top and bottom, receipts. Super clean, has lights and license. Price firm or trade for trail bike. Call nights (714) 639-8659. (27)

MECHANIC WANTED: YAMAHA EXPERIENCE required. Call Bill at Sunshine Yamaha (714) 633-0064. (24/4x)

Finisher Pins
Unique Pins, Hand Engraved to your specifications. Gold or Silver Plating, Shiny or Antique Finish, or a variety of colors. Prompt Delivery — write or call: ACSCO Products, Inc. (213) 849-5776, 313 North Lake Street, Burbank, California 91502. (24/4x)

Elsinore 125 Replica Plastic Tanks
Available in Preston Petty colors. P.J.'s, Manhattan Beach (213) 545-0051. (24/TFN)

'74, 250 Yamaha, $795.00
Trials models. Berkley Yamaha (415) 848-2309. Concord Yamaha (415) 798-2580. (25/3x)

New 250 YZs, $1250.00
for limited time only. We have the bike to make you win and a price to make you smile. (714) 831-2720. (25/TFN)

DESERT SLED — OLDER TRIUMPH TR6, non unit construction. This bike looks beautiful — like a desert bike should, $300.00. (213) 455-1146. (26/2x)

GET CYCLE NEWS THREE TIMES A WEEK when you subscribe to all three editions. Special discount, only $25 gets you one year each of Cycle News West, Cycle News East-Dixie and Cycle News Central. Read about it all. Send check or money order to Cycle News, Inc., P.O. Box 498, Long Beach, Calif. 90801. (TFN)

'69 Husky 250
Recently rebuilt, excellent running condition, very clean, in storage for past 2 years. $495.00. (213) 353-2670. (27)

Cylinder Head By Branch
Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 2625 Lime, Long Beach, California. (21/TFN)

'71 Maico 250
Silver frame, black engine, PMC works tank, thick seat, 34mm Mikuni, Filtron, Wheelsmith pegs and brake pedal, Konis, Full Bore chain, new sprockets, chain guide, trick throttle, nylon cables, Powr-Levers, box of spares, Maico manual and jersey. Well maintained and run only 8 times in last 5 months, $625.00. (714) 645-7421. (27)

Super Trick 125 Elsinore MX
7 port GP barrel — 2 pipes — fast — extra parts & equipment. $795.00. Like new. (805) 937-1747. (27)

TZ 250 For Sale
Converted 1973 TA model. Fresh motor, 2 fairings, some spares. Ready for Laguna Seca. $2000.00 firm. Call Lance at (408) 267-3040 days, (408) 269-8655 eves. (27)

'73 Rickman 125 MX
Very fast, boost ports, reed valve, Hooker downswept shift kit, 22 H.P., raced once. $820.00 or offer. Call after 9 p.m. (213) 863-5306. Blows off Elsinores. (27)

Maico 400 Radial
Excellent condition, many extras. I'm desperate. Sacrifice, $745.00 or best. (213) 342-9192. (27)

All To Good Homes
'70 Ossa Stiletto, fresh engine, extras, never raced, $350.00. '71 Honda Trail 70, '71 Yamaha Mini-enduro; $75.00 a piece. In Anaheim (714) 774-9115. (27)

RIDE something different! Matchless, 1958 G12-CS, 650cc twin, sharp! (213) 943-1038. (27)

Cycle Treks Mexico
Presents Baja off-road tours. 3 days/$85.00. 5 days/$125.00. Includes all gas, food, booze, back-up vehicles for supplies, repairs and broken bike retrieval. Info: P.O. Box 2815, Laguna Hills, CA. 92653. (27/5x)

MX School July 18 & 19, Saddleback
Russ Darnell teaching. Also at Valley Cycle Park July 30 and 31. $25, limited entry. Recommended by CYCLE NEWS, DIRT RIDER, DIRT BIKE Magazine. Call NOW! (213) 367-1722. (27/2x)

Mechanic Wanted
Suzuki experience. Own tools. $6.00 hr. Southland Cycle Center, 8141 Garden Grove Boulevard, Garden Grove (714) 893-5091. (26/TFN)

1972, 250 BULTACO PURSANG. LIKE NEW, see to appreciate, $550.00. Call (213) 329-4932 anytime. (27)

'73¾ BULTACO PURSANG, extras, rarely ridden, very clean, must see, $850. (213) 789-5265. (27)

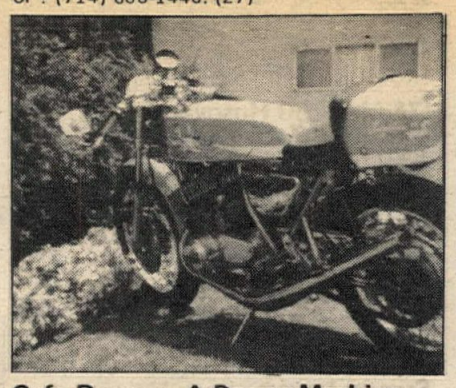
YAMAHA 250 MX, 1970. Fresh engine, exInt. cond., many extra parts, $400. (213) 842-8723. (27)

'72, 250 CZ
New piston, Femsa, D.I.D.s, Konis, custom pipe, Kasson fork kit, Rahm fenders, P.M.C. tank, excellent condition, $625.00. (213) 375-9292. (27)

Super Desert Special Husky
Buy your new bike set-up right by desert experts with Vesco tank, skid pan, Filtron, and 350-21 at no additional charge at Bill Saltzman's Imperial Motor Sports. (213) 337-6811. (26/2x)

Husqvarna
Buy your new Husky from The Husky Specialist. Call Malcolm personally, ask about our out of state freight allowance. Malcolm Smith's Motorcycles, 1689 La Cadena Drive, Riverside, California 92501. (714) 686-8014. (24/TFN)

'73 Yamaha GT MX
80cc mini cycle, excellent condition, $225.00 or ? (714) 688-1440. (27)



Cafe Racer — A Power Machine
'73, 750 Kawasaki; chrome chambers, Konis, re-sets, 30mm Mikunis, parts and frame nickel plated, including racing seat and tank with custom paint job. Have to see to appreciate! 8,000 miles. Must see — best offer. Call Chris (714) 540-9722. (27)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

Boring Machine
1½" — 2¾" Kwik-Way boring machine. New $2000.00. Take $1200.00. (213) 630-4796. (27/TFN)

'72½ CZ 400
Very fast, Konis, Mikuni, many extras, $600.00. (213) 886-4943. (27)

Husqvarna '70, 360
Good condition, Mikuni, $550.00 or best. (213) 679-1517. (27/2x)

Wanted
Reliable parts man, experienced. Good pay for a good job. Ask for Bob Salmon, parts manager (213) 787-0110. (27)

Honda MT 250
1200 miles, full street. CR-250 opt. cycle plus stock CR 250 factory swingarm, CR shocks, big carb., torque, up pipe, D.I.D. rims. (213) 329-7951. (27)

Wanted 250 CZ Engine
Fair condition. Call (213) 457-7651. (27)

Wanted
Rear rim, sprocket & brake assembly for Kawasaki F-5 Big Horn to fit 400x18 tire. Call after 6:00 p.m. (213) 287-6365. (27)

1970 Bultaco Pursang 250
Complete rebuilt engine, $450.00. (213) 324-6702. (27)

250 Husky Reed Valve
Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Want To Trade ?
My Bell Full Coverage — "Silver," for non Full Coverage. (213) 355-2444 or (714) 673-8773. (27)

'72½ YAMAHA 125 MX, excellent condition, moving, must sell, $380.00. (213) 793-8876. (27)

PENTON 175 late '72, immaculate, $500.00 just invested, receipts, offer. (213) 241-3805. (27)

EL SENORE swingarms modified, forward shock mount, $25.00 includes materials, labor. (213) 256-7112. (27)

WANTED: COMPLETE MAGNETO assembly for Kawasaki 238cc Greenstreak. State condition and price. James Bauman, RR2, Haven, Kansas 67543. (27)

'73 Ford Van
E-100 like new, P.S., A.C., surfer conversion custom int., U.S. mags, side pipes, Hijacker shocks, trailer hitch, 12000 miles, color Harbor Blue, see to appreciate, $4,300.00. (714) 737-8089. (27)

'73 Penton 175 Jackpiner
Never raced, excellent condition. Bell Star helmet, boots and gloves and extra gearing. $700.00 takes all. (714) 737-8089. (27)

3, 4 or 5 Rail Cycle Trailers
Custom built for motorcycles. Heavy duty construction. 15" wheels, wired and lighted. Call for details. (714) 998-5331. (27)

VACATION trailer '73, lots of extras, nice weekender, $500 and T.O.P. (213) 367-9727. (27)

Portect Your Body !
DeCoster style Hallman GP leathers, size 32, worn 3 times, $70.00. Full Bore boots, size 11, worn 4 times, $30.00. Jim Davis shoulder pads, shin and knee guards, Jofa elbow pads, & GP chest protector. Best offer, injury forces sale?!? (714) 645-7421. (27)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (35/TFN)

'70 Suzuki TT Racer
100cc, new Akront and tires, super fast, $250.00. (714) 688-1440. (27)

1972 YAMAHA 100cc Enduro, excellent cond., low mileage, street equipment, $300.00. (805) 251-0060. (27)

'74 Mag 250 Husqvarna CR
Reed valve, D.I.D. front, chrome-moly bars, 4:50 Trelleborg, quick throttle, plastic air box, xtra sprockets. Rocket! Xlnt. cond! $1250.00. Going back to 125's. (213) 761-3135. (27)

Yamaha Mechanic
Journeyman mechanic, top pay, 40 hour week, commissions, benefits. Call: Ed Russell, Harley-Davidson-Yamaha (213) 749-6235. 2531 South Main Street, Los Angeles, California. (27/TNF)

Suzuki Lovers
'73 TM250 Suzuki. Champion model, excellent condition, many extras! Used very little. Asking $750.00 ? After 6 (714) 879-2802. (27/2x)

Triumph 500 MX
1974 Demonstrator. Never ridden in dirt, $950.00. (714) 599-3407. (27)

Super Chain for Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, California. (2/TFN)

175 SUZUKI DIRT BIKE, brand new, kitted, DID, Cheng Shins, extra engine, see to believe. Ridden once, $450.00 or best offer. 1510 Rock Glen Ave. No. 110. Glendale, Ca. 91205. (27)

'72 MX Yamaha 250
Completely rebuilt top and bottom, new barrel, moly coated gears, American bearings, custom big seat, large and small tanks, Konis, etc. Ported and extremely fast, proven winner. Must see, serious inquiry only. (714) 528-4742. (27)

'72 Bultaco Pursang 250
$575.00/offer. Showroom condition — must see! Call Denise after 6:30 p.m. (213) 430-2210. (27/2x)

Greg Bebeck
Happy 18th birthday. Good luck on your new YZ.

Mom, Dad and brother. (27)

1974 YZ 250 Like New
Got a sponsor on a different bike. Barely used, some extra parts, only $950.00. Eves. (213) 928-1825, days (213) 588-8986. (27)

'72 Yamaha 100 MX
Excellent condition, new tire, new piston, runs like new, $345.00. (714) 531-4514. (27)

1974 Yamaha FT, TT Bike
Turner porting and pipe, Champion tank and seat, Webco head, Goodyear, raced 4 times, won 3. Over $1,000.00 invested, sell for $750.00 or best offer or trade for 250cc. (213) 866-6014. (27)

125 Elsinore Honda
'73 Flying Machine Factory package, 2 pipes, $700.00. (213) 997-7461. (27)

1974 Elsinore 125, 1 Mo. Old
Ports cleaned & matched by Revelle. K&N levers, 400x18 low profile plus stock 350x18, Filtron conversion, green sticker, $850.00 cash. (213) 886-4778. (27)

1974, 250 Elsinore — $725
MX tank and desert tank, clean and fast. Call after 6 p.m. (213) 281-9869 or (281) 799-8791. (27/2x)

Kawasaki Motocrosser
'72 Kawasaki 125 Enduro converted into MX. Lots of extras, bored, downpipe, new paint, 21" front wheel, FAST! Definitely need to sell. Call after 4:30 (213) 431-6812. (27)

* * Yamaha 175 * *
New top end, 1 over and ported, J&R chamber, Reed valve, Sunburst head, DID's, extra parts, gears, tools, all street equipment, and much, much, more. You must see this clean bike! $400.00. (213) 699-6007. (27)

Sell or Trade
Will trade 15½ foot trailer, good condition for '72 or '73 Yamaha 250 MX. (714) 839-0217. (27)

'69 Yamaha 250
Set up for dirt, Hooker pipe, M.X. pegs, clean, fast, never raced, $350.00 or best. (213) 332-3146. (27)

Elsinore MT/CR-250
CR barrel, head, pipe, air box, fenders, number plates, shocks, quick throttle, H.D. chain. MT frame, transmission, Vesco tank, J-bars, D.I.D. rims, skid plate, bushings, 34 Mikuni and more. Over $1900.00 invested/over $1200.00 buys. (213) 860-1354 ask for the manager. (27/TFN)

'73, 125 Honda Trials
3 months old, $475.00/offer. Mark (213) 469-2848, after 6 p.m. (27)

1973, 125 Penton
Excellent condition, very fast — 100% reliable. Used little, ported with extras. Must sell. See — ride to appreciate. $700.00 or offer. (213) 375-4744. (27)

DKW Hornet '73
Used five times, $495.00 firm. Immaculate condition. (714) 968-9461. (27)

'73, 350 Bultaco Astro, $695.00
Near new, set up right. (714) 879-1220. (27)

Trackmaster Triumph
650cc, fresh engine, Sifton, Norris, Barnes. Race ready, $1500.00. (209) 592-3373. (27)

J K Yamaha Sale
STREET BIKES: '74 RD 200, $798.00. '74 RD 250, $888.00. '74 RD 350, $1048.00. '74 TX 500, $1448.00. '74 TX 750, $1647.00. DIRT BIKES: '74 MX 100, $588.00. '74 MX 250, $948.00. '74 MX 360, $988.00. '74 MX 500, $1088.00. YZ 250, $1088.00. J K Yamaha, 417 Main Street, Martinez, California 94553. (415) 229-1055. (27/2x)

CHEAP! BAJA. '71 BAJA, good external condition, needs piston and rings, new fenders, $125.00 firm. (213) 842-2458. (27)

'74½, 125 Y-Z
Reworked shocks and forks, raced twice, by old timer, $825.00. (714) 525-2163. (27)

'72, 400 CZ, EXTRA clean, never raced, many extras, $700.00. (213) 973-6709. (27/4x)

WANT to buy 90 or 100 HODAKA, any condition. (213) NE 2-5828. (27)

'72, 450 MJ HUSKY, $650.00. WILL TAKE small bike in trade. (714) 635-8139. (27)

'68, 250 AND 360 HUSKS. $375.00, $400.00. Clean. (213) 344-3827. (27)

125 Am. Eagle Zundapp by E.C.
No problems, ever. Bought new in '71 and is still in same condition only cleaner. E.C. Birt engine, plastic fenders, nickel plated frame. IMMACULATE — $350.00. (213) 447-7769. (27)

D K W
1972, 125 six-speed, torque pipe, Curnutt shocks, good condition, $400.00. (213) 336-3001. (27)

European MX Training Camps!
Five day camp at Carnegie Cycle Park, Livermore, California, $75.00. Limited entry, July 22 to 26. Also Indian Dunes August 26 to 30. Guaranteed to make you faster! Reserve entry now. (213) 367-1722. (27/2x)

ELSINORE 125 super trick, $750.00. (213) 835-8608. (27)

Wanted 125 Elsinore Barrel
Stock, not bored or ported. (714) 638-9648. (27)

1974 Bultaco & 1973 Datsun
360 Pursang, ridden only 6 weekends, $1395.00/offer. Pick-up truck has 20 gal. gas tank (25 MPG), 13,000 miles, $2595.00/offer. Call (213) 263-1804 or (213) 376-5460. (27/2x)

'68 BSA MX 250
Set up for the desert — new tires — perfect mechanically, $250.00. Evenings (714) 551-5581. (27)

DKW Frame 'n' Spares 'n' Penton
'71 DKW frame, $45.00. Springer front end, $35.00 and misc. spare parts. '69 Penton eng., $50.00 comp. Call Jim Turner before 2:30 (714) 997-5215. (27)

'74 Suzuki TM 125
2 months old, ported, Webco head, extended swingarm, machined fork legs and kit, Filtron, fast and perfect, $600.00. Also 21" Yamaha 250 MX front wheel with DID, $75.00. (213) 656-6720. (27)

1970 HUSQVARNA 360, 8-SPEED. Ridden very little, still has original piston, super clean. Has every extra, very fast, reliable. Call after 5 for details (213) 848-4628. $650.00. (27)

Desert Yamaha
1971, 250 with '74 rear end and seat, desert tank, PP fender, Curnutts, Filtron, great condition, fast, clean and dependable. Plus extras, $500.00. (213) 967-1659. (27)

1971 Bultaco 125
Very fast, clean, xlnt. condition. $400.00 or best offer. (714) 548-0826. (27)

Yamaha 250 MX
All new, trick frame, Mavrick shocks, fork kit, plastic tank, fenders, levers, new motor, trans., knobbies, fast and dependable, extras. $400.00/best offer. Desperate. (714) 534-7666. (27)

'72 Trick CZ 400
Girling shocks, Femsa ignition, big Jikov, Bassani pipe, super quick, very few hours on new top end. Must sell, only $600.00. (213) 592-5165. (27)

'73 XL 250, 2 TANKS, 2 pipes, Curnutts, low miles and clean, $700.00. (213) 693-9064. (27)

1973½ Husqvarna 250 Motocross
Almost brand new, ridden under 20 times and certainly has never been raced. Everything is completely stock and in the best of condition. Ask for Dave — price is $950.00. (213) 941-6890. (27)

Sharp 250 Husky, $450
Reliable '71, desert seat, ported, fast. (714) 837-9638. (27)

'71 Suz.-400, Desert Ready
Superb condition, 38 Mikuni, tank, lowered frame, Arnaco, new Wiseco top-end, mild porting, Barum, fenders, etc. $525.00. (213) 664-9901. (27)

1972 Suzuki TM400
Dirt bike, excellent condition, little use, loaded with extras — $600.00. (213) 531-8032. (27)

'73 YAMAHA 360 MX, $750.00. Has been jetted and geared. (213) 696-5545. (27)

'73 CZ 250, 5-SPEED. EXCELLENT COND., never raced, Mikuni, Reed valve, Femsatronic ignition, Akronts, lengthened swingarm, $795.00. (213) 675-6570. (27)

*****'74, 125 YZ, $750*****
Super excellent condition, chrome moly bars, fork kit, S&W springs. (714) 675-1163. (27)

'72, 175 Penton
Pipe, D.I.D.s, Preston Petty, 350x21, new main bearings and rod kit. Enduro kit, $695.00. After 4:30 (213) 697-6505. (27/TFN)

'72 Suzuki TS250
Good condition, Diamond chain, mild porting, 4.00 knobs, etc. Super reliable, $490.00 or best offer. '65 Suzuki 80, new tires, trick frame, hi-comp. head, $115.00. (714) 979-7964. (27)

'72 TS 185, SUPER CLEAN, many extras, $500.00. Call after 6 (714) 537-0373. (27)

250 YZ Yamaha
Completely stock — new cables, sprockets, chain, piston, rings. Hardly ridden — going to New Zealand — $1050.00. Call after 7, ask for Bob (714) 830-3457. (27)

'71½ Maico 400, $500
Nickel plated, A&A fenders, new Wheelsmith pipe, rings, painted bars. (714) 637-6909. (17)

1973 Husqvarna 250 CR
It's completely stock, every part is original. Bought from Malcolm Smith. It's a beautiful machine. $900.00 firm. (213) 324-2611. (27/3x)

'73 Suzuki 250 TS
Only 950 mi. New 21" front rim and new knobby tires. Street and dirt. Only 7 months old. Asking $800.00 or take over payments! (213) 559-4446 or (213) 839-4460. (27)

'71 GREEVES 380cc, desert springer, excellent condition, never raced, $550.00. (714) 659-2714. (27)

650 Triumph Metisse
Desert ready — skid plate, folding pegs, extra pipes, sprockets, fiberglass, and tanks, $1150.00. Call Bob after 6:00 p.m. (714) 846-3767. (27)

'67 Datsun P.U.
Excellent, nu over size tires, nu upholstery, Quartz driving lights, $850.00. (213) 355-2444 or (714) 673-8773. (27)

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Why buy used!!!
New in crate — '73, 125 CZ, yellow tank, $695. '74, 250 CZ, red tank, $995. '74, 250 CZ, gray tank, $1195. '74, 400 CZ, blue tank, $1095. '74, 400 CZ, gray tank, $1295. Limited supplies. Ship anywhere in U.S. Ask for details on 50% discount of extras with purchase of new m/c. (213) 772-1647.

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WANT ADS

'69, 500 Triumph Metisse
$495.00 firm. Call Bob after 6:00 p.m. (714) 846-3767. (27)

Become An Expert for $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. Send $3.50. (35/TFN)

XL 250 '73
Good condition, 5000 miles, $650.00 or best. Eves. (213) 436-1896. (27/2x)

Russ Darnell MX School Summer Schedule
July 9 & 10 — Indian Dunes. July 18 & 19 — Saddleback. July 22 to 26 — 5 day camp, Carnegie, Livermore, Calif. July 30 & 31 — Valley Cycle Park. August 3 — Spillway, Santa Maria. August 9 & 10 — Bend, Oregon. August 13 & 14 — Motocross West, Washington. August 16 & 17 — Straddle Line, Washington. August 26 to 30 — 5 day camp Indian Dunes. Phone (213) 367-1722. (27/3x)

WANTED — Maico forks or busted Maico. (213) 596-3691. (27)

'73 CZ 400, Ridden 7 Times
Mikuni, Akronts, Honda seals, Ceriani fork springs, late Arnaco shocks, 3.25 Barum tire, Unifilter, literally like new, $900.00. Eves. (213) 641-7226. (27)

MAICO 250, x-cond., very fast, many extras. Must sell, $600. (213) 454-5294. (27)

750 Honda Recovered W/Hack
Insurance Company has another stolen bike recovered by local police. 1974 Honda 750cc with side hack attached. Race ready and all parts necessary to make street legal again were found with it. Less than 4,000 mi. Highest sealed bid takes. See at State Farm Claims Office/5260 Palo Verde/Montclair, California 91763. (714) 624-9661. (27)

El Cheapo Grande Strikes Again
3.00x18 Fr., 3.25x18 R. Take-off tires with 50% or better tread, $15 pr. Bulk chain No. 525, 25' roll, never used, $20. Misc. overlay sprockets, super-cheap. (213) 439-8239 after 6. (27/3x)

Honda 125 Trials
Brand new '74 chain tensioner and gearing mods, $475.00. New Green Stickie. (714) 492-0648. (27)

'72 MINI ENDURO great cond., new tires, big bars, $120. (213) 332-9901. (27)

Late '72 Husky 250 CR
XInt. condition, bought Dec. '72, two tanks, late model fenders, Mikuni carb., DID rear rim, many other extras, $850.00. (213) 444-3629. (27)

Yamaha 250, $425
Lowered and other frame work, S&W shocks, 32 Mikuni, J&R pipe. Very sanitary, picture tells it all! Desperate, $425.00/offer. (714) 998-3292. (27)

Wanted
Sales manager. Experience a MUST. Buena Park Honda, 8461 Commonwealth, Buena Park, California 90621. See Frank Newbury. (27/TFN)

*****'72 Husky 450 WR*****
Double Honda seals, 5" Curnutts, Tracy bars, Mikuni carb., K&N ported, good shape, fast, and dependable. $775.00 firm. (213) 542-2297. (27)

WANTED: Husky 250 engine parts, 4-speed, cylinder, inner-cases. (408) 722-6058. (27/2x)

1972 XL-250 HONDA, xInt. cond., all original, $575.00. (714) 546-0719. (27)

Late '73 CZ 250
Every extra, ignition, pipe, bars, carb., throttle, levers. New rings, seals. Absolutely perfect condition. This bike WINS! Asking $850.00. (805) 967-8817. (27)

'72 Ossa 250 Mar Plonker
Excellent condition, ridden very little, was in storage. Like new! Extras, $575.00. (213) 889-7426. (27)

'73 Yamaha 250 MX
Desert ready, Curnutts, trickit, dependable, $675.00. (714) 871-0151. (27/2x)

'72 Penton 125 MX
Excellent condition, new piston, PP fenders, Koni shocks, good tires, fast and reliable. $575.00 or best offer. (714) 689-8469. (27)

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